

Prologis Park West - Stockley Park

London Borough of Hillingdon

May 2026

PLON01 - TOWNSCAPE, HERITAGE, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

PLON01-SAV-XX-XX-RP-Q-00001

Prepared for Prologis UK



incorporating

CITYDESIGNER 

PROJECT

Prologis Park West - Stockley Park

CLIENT

Prologis UK CCCXXXVIII S.à r.l.

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1.0 INTRODUCTION

1.1 This Townscape, Landscape, Heritage and Visual Impact Assessment ('THLVIA') report has been prepared by Savills Townscape and Heritage Team ('the consultancy') on behalf of Prologis UK CCCXXVIII S.à r.l. ('the applicant') in support of a planning application for the adaptation and extension of Units DC5 and DC6 of Prologis Park West in Stockley Park ('the Site') within the London Borough of Hillingdon (LBH).

1.2 The Site (marked in red in Fig. 1.1) is currently occupied by two industrial warehouses at Prologis Park West, accessed via Iron Bridge Road North in West Drayton. Both warehouses were completed in 2023, consist of single-storey units with an overall building height of 18m and are currently vacant. Prologis Park West encompasses all six, of the large scale industrial buildings grouped together; the Site being located at the eastern part of the group, as shown on the map at Fig. 1.1.

1.3 The Site does not contain listed buildings or non-designated heritage assets, however, it lies at the western edge of the Grade II Registered Stockley Park. The western boundary of the park is Iron Bridge Road.

1.4 The description of development is as follows:

Partial demolition and adaptation of existing buildings; installation of new gantry decks housing MEP, a sub-station and fire suppression infrastructure; and associated physical works including alterations to the layout of the site.

1.5 Full details and scope of the planning application are described in the submitted Town Planning Statement, prepared by Savills Planning.

1.6 The assessments in this THLVA report have been undertaken in accordance with the consultancy's methodology described in chapter 2 of this report and follows the below structure.

- Chapter 3 sets out the historical development of the site and surrounding area.
- Chapter 4 describes the site and its surrounding context.
- Chapter 5 describes the design quality of the proposed scheme.
- Chapter 6 assesses the heritage significance and effects of the proposed development on the nearby heritage assets and registered park.
- Chapter 7 presents 19 views from 18 viewpoints assessed and prepared as computer-generated images produced using the VU.CITY software using a model of the development and Accurate Visual Representations ('AVRs') from a selection of distant and close viewpoint positions, and evaluates the likely visual effects of the development.

1.7 There are no cumulative schemes in proximity to the Site.

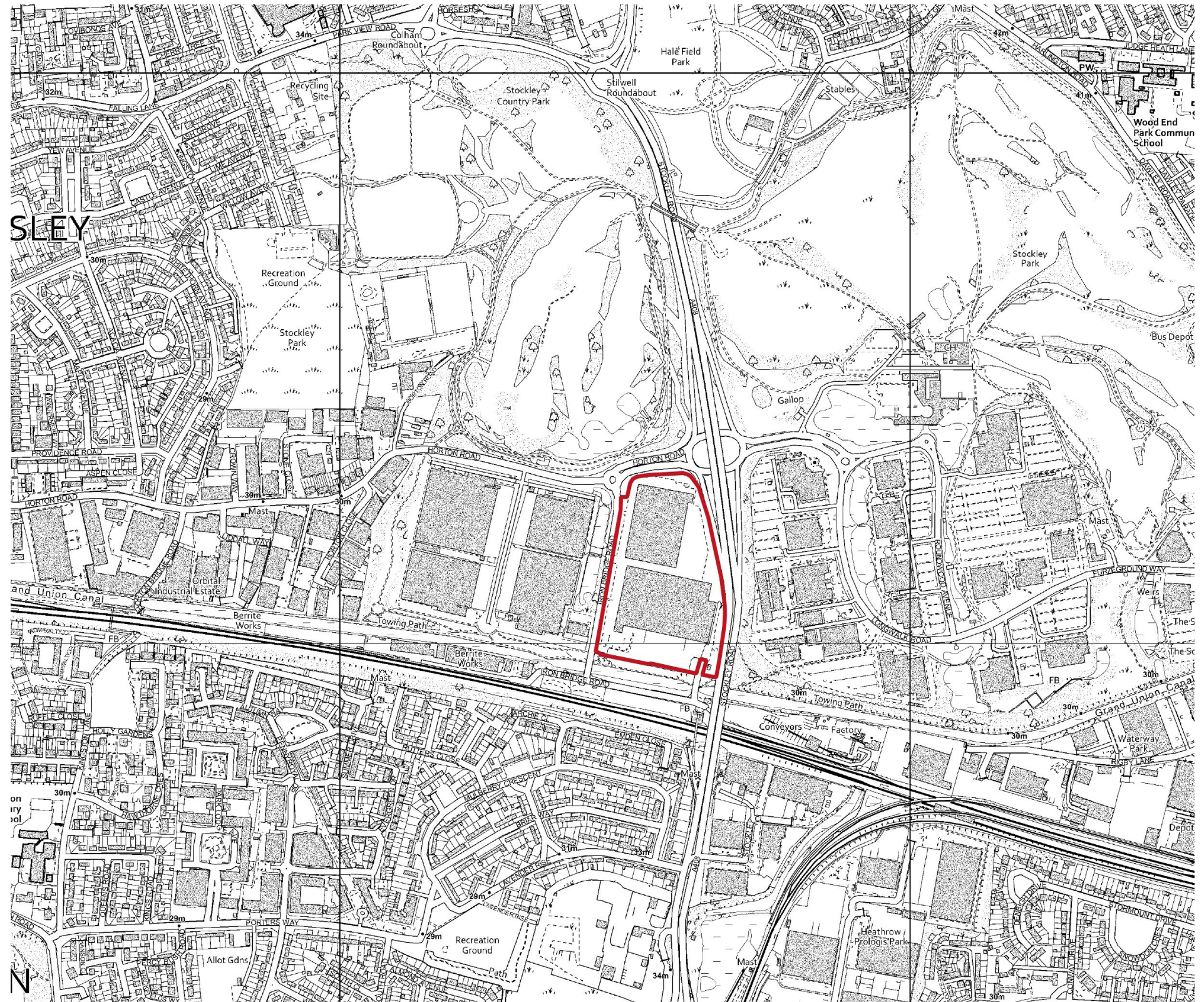


Fig. 1.1: Map showing the development Site outlined in red.

2.0 METHODOLOGY OF ASSESSMENT

Introduction		but not set out in full in this report. Please refer to the relevant policy number, page and/or paragraph numbers of the relevant documents, provided within the assessments, for the full policy and guidance wording:		<u>Local level:</u>	
2.1	This chapter sets out the methodology developed by the consultancy to assess the likely effects of new development on surrounding townscape and landscape, on the significance of heritage assets and on visual amenity. It takes into account the statutory requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as national, regional and local planning policies and guidance.	<u>National level:</u>		London Borough of Hillingdon (LBH), Hillingdon Local Plan: Part 1 – Strategic Policies	
2.2	Two distinct but overlapping assessment methodologies have been used in this report, relating to:	Ministry of Housing, Communities & Local Government (MHCLG), National Planning Policy Framework (NPPF), Feb 2025. The emerging NPPF is currently at consultation stage which is scheduled to close in March 2026. Until the new NPPF is officially adopted, the current NPPF (2025) remains the main document to determine planning applications;		LBH, Hillingdon Local Plan: Part 2 – Development Management Policies	
	i. Effects on Heritage Assets: assessment of the effects of new development on the significance of above-ground designated and non-designated heritage assets; and	MHCLG, Planning Practice Guidance (NPPG), On-line Resource, 2014, regularly updated;		<u>Advisory Notes:</u>	
	ii. Townscape, Landscape and Visual Effects: assessment of the effects of new development on the townscape, landscape and visual amenity of people experiencing views.	MHCLG, National Design Guide, 2021;		GLA Planning Practice Note: Heritage Impact Assessments and the Setting of Heritage Assets, November 2023 (currently under review by the GLA)	
Statutory requirements		Landscape Institute and Institute of Environmental Management and Assessment, Guidelines for Landscape and Visual Impact Assessment (GLVIA) Third Edition, 2013;		Defining the Study Area	
2.3	The local planning authority (as decision-maker) is required to take account of the statutory requirements set out in the Planning (Listed Buildings and Conservation Areas) Act 1990, Sections 66 and 72 when considering development relating to listed buildings and conservation areas.	Landscape Institute, Visual Representation of Development Proposals Technical guidance Note, 2019;		2.5	The ‘study area’ for heritage, townscape, landscape and visual assessments in this report has been decided based on the professional judgement of the assessor and informed by site visits, desktop research of the immediate and wider context, land contours, map analysis and early extrapolations from computer model view studies (such as VU.CITY and Zone of Theoretical Visibility (ZTV) maps where appropriate) in order to identify heritage assets and views that may potentially be affected by the proposed development, depending on their sensitivity and their location in relation to the site.
	(i) Section 66, which states: “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”; and	Landscape Institute, Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3), Technical Guidance Note LITGN-2024-01 Published August 2024;		2.6	The selected heritage assets and views are mapped out and agreed with the local planning authority as part of the pre-application process. The maps at the start of each chapter are annotated to indicate the selected receptors that have been assessed.
	(ii) Section 72, which states that with respect to any buildings or other land in a conservation area, “special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”.	Historic England (HE), Historic Environment Good Practice Advice in Planning (GPA), Note 2: Managing Significance in Decision-Taking in the Historic Environment, 2015;		Design quality and its relevance to heritage, townscape, landscape and visual assessments	
Planning policy and guidance		HE, Historic Environment GPA, Note 3: The Setting of Heritage Assets, Second Edition, 2017;		2.7	The final design is assessed in chapter 5 of this report, taking into account national, regional/strategic and local townscape, landscape and heritage policy requirements. The material used to undertake the assessment includes the drawings prepared by C+W O’Brien Architects and their Design & Access Statement.
2.4	In addition to the statutory requirements, this assessment takes into account policy and guidance relating to townscape, landscape, views and heritage assets. The following policy and guidance documents are relevant to the assessments in this report and listed here for reference. The relevant policies and guidance are considered in more detail at the end of chapters 5, 6 and 7. In the interest of succinctness, policy wording is referred to where relevant	HE Advice Note 7: Local Heritage Listing: Identifying and Conserving Local Heritage, Second Edition, 2021; and		2.8	The addition of a visible high-quality design can generally be expected to be beneficial to the townscape and landscape. When it is related to existing, valued and very often historic contexts, however, even a well-designed building has the potential to unacceptably dominate, be incongruent or cause a degree of harm. The appropriateness and quality of the design are, therefore, key considerations in the assessment of the effects of the proposed development on heritage assets, townscape and landscape character and views.
		<u>Regional level:</u>			
		Greater London Authority (GLA), The London Plan, March 2021			

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

2.9	This approach is supported by national and local policies, and heritage and visual assessment guidance HE's GPA Note 3, at paragraph 39, acknowledges the role of design quality in determining the balance between harm and benefit and states that “ <i>good design may reduce or remove the harm, or provide enhancement</i> [to the significance of a heritage asset]”. Similarly, paragraphs 4.21 (1) and 4.22 of the GLVIA acknowledge that an iterative design process, to respond to the site and its townscape and landscape context, is important to mitigate any potential adverse townscape, landscape and visual effects.	assets”. These include locally listed buildings and buildings identified by the local authority as making a positive contribution to conservation areas or the townscape and landscape in general.	2.18	The assessment of significance is summarised in HE's Advice Note 12 as “ <i>an objective analysis of significance, an opportunity to describe what matters and why, in terms of heritage significance</i> ” (para 10, p4). The assessment approach is set out in chapter 3 of this guidance document which includes the understanding of the form and history of a heritage asset; an analysis of the surviving fabric; and an analysis of the setting where there are changes being proposed to it. The special interest of a heritage asset is classified into archaeological interest, architectural and artistic interest, and historic interest. This report assesses the effects only on above-ground heritage assets.
2.10	The consultancy has worked with the architects and design team to fully understand the proposed development and to provide feedback on design throughout its development, as well as on the potential effects on heritage assets, townscape, landscape and visual amenity. Through this process, the intention has been to achieve a high quality of design in order to maximise the beneficial effects of the proposed development on heritage assets, townscape, landscape and views.	In this case the early Arup Associates, their landscape settings and Foster + Partners building within Stockley Park are at issue.	2.19	The assessor then establishes <i>whether</i> , and <i>to what degree</i> , the setting of the heritage receptor also contributes to its significance or relevant aspects of significance that have been identified in the previous step.
2.11	Computer models were used during the design process to test how different iterations of the design would affect views. This information was used to make early assessments of the effects and thereby inform modifications to the design.	2.14 The purpose of a heritage assessment is to establish whether the proposed development would affect the significance of a designated or non-designated heritage asset through alteration to its fabric or through change in its setting. The consultancy's methodology for heritage assessment is based on relevant NPPF policy, the NPPG and relevant guidance from HE, in particular HE's GPA Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015), GPA Note 3: The Setting of Heritage Assets (Second Edition, 2017) and Advice Note 12: Statements of Heritage Significance (2019). The methodology follows the principles of a stepped approach recommended by HE in the three guidance documents and is explained below in more detail.	2.20	Guidance on the assessment of settings and their contribution to significance of heritage assets is set out in HE's GPA Note 3: The Setting of Heritage Assets. It clarifies, at paragraph 9, that “ <i>setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance</i> ”. The document also clarifies that while the contribution of setting to the significance of a heritage asset is often expressed by reference to views, not all views are a matter of setting; for instance, views out of heritage assets that neither contribute to significance nor allow appreciation of significance are a matter of amenity rather than of setting. The approach to assessing setting and its contribution to the significance of heritage assets, or the ability to appreciate that significance is set out in more detail in chapter 6.
2.12	In addition to internal review, the design team had pre-application consultation meetings with LBH planning officers. The feedback from consultees has enabled the final proposal to be optimised, in terms of its design quality and associated heritage, townscape, landscape and visual effects, prior to the final assessments being undertaken. Please refer to the Town Planning Statement, prepared by Savills Planning, for further details on the pre-application engagement.	<u>Identifying potential heritage assets</u>		<u>Assessment of effects on heritage assets</u>
Heritage Impact Assessment		<u>Assessing the significance of heritage assets and contribution made by their settings</u>	2.21	National policy on designated heritage assets is derived from the Planning (Listed Buildings and Conservation Areas) Act, 1990, and is set out in detail in the National Planning Policy Framework (NPPF), 2025. Paragraphs 207 to 221 of the NPPF set out the policies for assessing proposals that affect designated and non-designated heritage assets. These policies require the assessor to establish whether the significance of heritage assets is better revealed/enhanced or harmed as a result of new development. There are two ways in which new development can affect the significance of heritage assets:
2.13	Heritage assets are categorised into designated and non-designated heritage assets. They are defined in the glossary of the NPPF and in paragraph 39 of the NPPG respectively as below: - Designated heritage assets include “A <i>World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation</i>”. In this case, only the Registered Park and Garden is relevant. - Non-designated heritage assets are “<i>buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage</i>	2.16 Paragraph 207 of the NPPF requires an applicant “ <i>to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.</i> ” This approach to proportionality in assessment is also confirmed in HE's Advice Note 12: Statements of Heritage Significance.		i. by direct changes to the fabric of heritage assets. This may involve the alteration and sometimes demolition of listed buildings, demolition within or changes to the character and appearance of conservation areas, development within registered parks and gardens or demolition or alterations to locally listed buildings of merit; and
		2.17 Significance is defined in the glossary of the NPPF as “ <i>the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance</i> ”.		ii. by changes to the settings of heritage assets as a result of the proposed development.
In the case of the proposed development, only the second paragraph applies.				

2.0 METHODOLOGY OF ASSESSMENT (CONTD.)

2.22	Where the changes to settings are illustrated by means of views in the visual assessment chapter, the heritage assessment will cross-refer to the relevant views and set out “a clearly expressed and non-technical narrative argument that sets out ‘what matters and why’ in terms of the heritage significance and setting of the assets affected, together with the effects of the development upon them” in accordance with HE’s recommendations in GPA Note 3. The Note makes clear that sensitivity matrices and scoring systems are not to be applied in a formulaic way as “setting and views are matters of qualitative and expert judgement”. The reader is therefore encouraged to read and understand the commentary in the context of the wider narrative about each heritage asset and related views in each case.	<i>the application. In weighing applications that directly or indirectly affect non-designated heritage assets, balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.</i>	as a tool for assessment; the assessor has therefore visited each viewpoint at least twice, once to choose each viewpoint and consider the baseline condition and once to assess the proposal with the aid of the VU.CITY images and AVRs. It is recommended that the reader of this document visits each viewpoint to fully understand how the development affects the view.
2.23	Chapter 6 considers the effects of the proposed development on the significance of heritage assets and the park. The potential effects, aligned with national policy terminology, are: - To better reveal, or enhance its significance, or enhance the ability to appreciate its significance; - Cause no effect to its significance; - Cause ‘less than substantial harm’ to its significance, or to the ability to appreciate its significance; or - Cause ‘substantial harm’ or ‘loss of significance’.	Townscape, Landscape and Visual Impact Assessment	Professional Standpoint of the Author
2.24	According to paragraph 214 of the NPPF (2025), “substantial harm to or loss of grade II listed buildings, or grade II registered parks or gardens, should be exceptional”, whilst “substantial harm to or loss of assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional”. Paragraph 214 of the NPPF sets out the criteria that will need to be met for a proposal that causes substantial harm to be given consent.	2.27 Townscape, landscape and visual assessment considers the likely townscape, landscape and visual effects of the proposed development, i.e., identifies how and to what degree it would affect the elements that make up the townscape and landscape, its aesthetic and perceptual aspects, its distinctive character, and the changes in visual amenity resulting from the proposed development as seen from a specific viewpoint. It assesses the effect of changes in the view on the people experiencing views. It involves quantitative, qualitative and perceptual measurements. It is not possible to apply the qualitative or perceptual measurements wholly scientifically, but they are worth assessing since judgements are informed by them.	2.32 The assessment commentary that accompanies the AVRs is intended to provide a clear, balanced, reasoned and transparent narrative to support the professional judgement. The reader is encouraged to read and understand the assessments in the context of the wider narrative about each view and the VU.CITY images and AVRs in each case, in line with paragraph 8.10 of the GLVIA. The effects found should not be translated into scoring systems or statistics.
2.25	In paragraph 215, the NPPF states: “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”. As stated in NPPG paragraph 18a-018-20190723, within each category of harm i.e., substantial or less than substantial harm, the extent of harm may vary and should be clearly articulated.	2.28 The assessment is based on representative computer-generated model images of the proposed development using the VU.CITY software and Accurate Visual Representation (AVR) images from 18 viewpoints. The set of selected views have been agreed with the LBH and have formed part of pre-application discussions with LBH. These assessments may refer to heritage assets or their settings where relevant.	2.33 Assessments in this THLVIA are made from a professional point of view and from a particular standpoint. The standpoint is that of a townscape, landscape and heritage consultant employed by the applicant to quantitatively and qualitatively assess and advise on the design, as it was being developed by the architects and following feedback from consultees. It is acknowledged in both HE and GLVIA guidance that the iterative design process, responding to assessment findings, plays an important part in avoiding or minimising harm to heritage assets and adverse effects on townscape and landscape views. The THLVIA presents, therefore, the results of the townscape, landscape and heritage consultant’s independent professional advice; however, in accordance with relevant guidance, the heritage, townscape, landscape and visual assessments are undertaken on an independent and transparent basis and weigh up both the positive and negative effects of the proposed development.
2.26	In line with national policy, the effects on the significance of non-designated heritage assets are also assessed, but the categories of ‘substantial’ and ‘less than substantial’ harm as described at NPPF paragraphs 214 and 215 do not apply. The assessment of effects is in accordance with paragraph 216 of the NPPF, which states that “the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining	2.29 The views represent a general spread of views which illustrate the urban relationships likely to arise between the proposal and its surroundings. Each viewpoint position was chosen to represent ‘maximum exposure’ of the proposed development and its ‘maximum conjunction’ with sensitive townscape and landscape elements within its context, including heritage assets. VU.CITY images were prepared by the consultancy and created by incorporating a computer model of the proposal accurately into the VU.CITY software in the location of 10 of the chosen views. AVRs were produced for 9 views and were created by incorporating a computer model of the Proposed Development accurately into surveyed photographs of the chosen views. AVR London’s methodology for creating AVRs is included in Appendix 1 of this report.	2.34 Naturally, for the qualitative assessments to be of substance and more than merely subjective, the assessor must have the necessary skills. Savills is a consultancy of experienced professionals from the areas of architecture, urban design and heritage, all trained in townscape and architectural assessments.
		2.30 It is acknowledged that the viewers of the images presented in chapter 7 may have different responses to the appearance of the proposals, depending on their circumstances and personal aesthetic preferences. This form of presentation has the aim of addressing this factor by first providing the reader with objective evidence of the physical scale of the development, its visibility and likely appearance from key viewpoints. Professional opinion, which may be considered to be more subjective, provides a second stage of the assessment.	2.35 The AVRs in this THLVIA originate from high resolution photographs. It is important to use a high resolution digital or printed copy so that the detail can be fully understood. For this reason, the file size of a high resolution digital copy will be indicated on the ‘Contents’ page to enable readers to identify whether they have a top-quality digital version of the report. Photocopies, low quality print outs, or low resolution downloaded versions may not depict such a high level of definition.
		2.31 It is important to note that the written assessments are not assessments of the VU.CITY images and AVRs but are of the view as experienced from the actual viewpoint in a ‘real-life’ sense. The VU.CITY images and AVRs are used only	2.36 If the reader has access to only low-resolution or multiple split sections of the report from the local planning authority’s planning portal, a combined high-resolution pdf of the document can be provided upon request.

3.0 HISTORICAL DEVELOPMENT OF THE SITE AND ITS SURROUNDINGS

3.1 This chapter provides an overview of the history of the site and its immediate surroundings using historical maps, photographs, aerial views and planning records. The approximate location of the site is outlined in red or circled in many of the images for ease of reference.

Early History

3.2 During the middle ages, the area had the local name Dawley, derived from the Old English word Leah which indicates flat land in a river valley or clear open space in a wood. The land was originally used for arable agriculture but it was later converted to pasture, depriving the ploughmen of their livelihood and resulting in Dawley being deserted by 1515. In the mid-seventeenth century Sir John Bennet created a country gentleman's park in the area and rebuilt Dawley House, formerly located on the south-east corner of Stockley Park. The house was allowed to fall into decay after 1929 and was finally demolished in the late 1950s. The use of the land changed significantly after 1805 with the opening of the Grand Union Canal to the south and the subsequent shift from agriculture to brick making. When the brick earth was exhausted, the underlying gravel was extracted leaving pits which were filled with refuse and resulted in polluting the site.

Stockley Park Masterplan

3.3 The idea of developing the site from a landfill site to a business centre was initiated by Stuart Lipton and Elliott Bernerd, developers of Stockley Park since 1983. The masterplan was entrusted to Arup Associate's urban design partner Mike Lowe. The inspiration for the masterplan, according to Mike Lowe, was the Syntex Labs Inc in Stanford Park in Palo Alto and the Rolm Corporation near San Jose, both in California. 250 acres of land were transformed into landscaped parklands, lakes, playing fields and an 18-hole golf course, leaving 100 acres allocated for business use at the south end of the site, hosting internationally based high technology companies. Mainly a car focussed zone, the project was funded by the Stockley Park Consortium Limited and the Universities Superannuation Scheme.

3.4 The 1984 masterplan was the result of extensive market research and site analysis undertaken by DEGW consultants. Arup Associates, in conjunction with the landscape consultants, Ede Griffiths Partnership and Charles Funke Associates, produced a plan for the overall site that concentrated commercial buildings to the south and transformed the remainder into the golf course, park land and recreation area, strategically located to the north edge in order to be adjacent to existing residential areas. Four million cubic metres of landfill, gravel and clay were transferred in order to reshape the site and separate the methane and polluted ground water from the Business Park, according to the Stockley Park Brochure by Arup Associates.



Fig. 3.1: 1990 map of Stockley Park illustrating the three phases of development, the buildings from the first phase being in the centre. The application Site is outlined in red, the former buildings on the Site are identified as B9, B10 and B11 (Architects' Journal, July 1990), designed by Skidmore, Owings and Merrill (SOM) which were demolished and replaced with the current warehouses in 2023.

3.0 HISTORICAL DEVELOPMENT OF THE SITE AND ITS SURROUNDINGS (CONTD.)

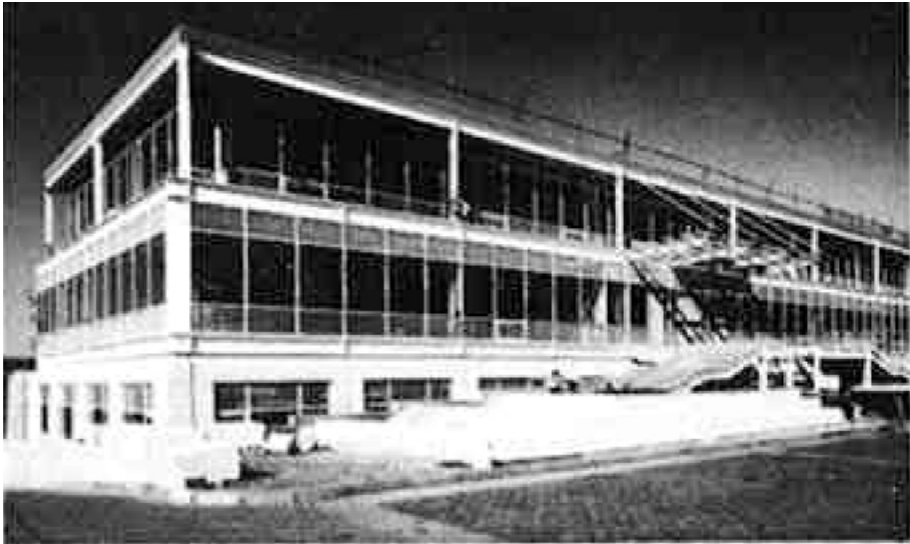
- 3.5

The early buildings on Stockley Park, part of the first phase of development, were completed by Arup Associates, followed by some larger ones by Foster Associates, Ian Ritchie, Geoffrey Darke and Troughton McAslan. Further buildings by Arup, this time by Peter Foggo's group, were built in 1989-1990. Next came a group of buildings by Skidmore, Owings and Merrill (SOM) designed for Glaxo GSK to the west of Stockley Road, the former buildings on the Site. The economic recession in the early '90s marked the ending of Phase 1 of the development, while the end of the recession initiated Phase 2 of construction during the second half of the 90s. These new buildings along The Square, to the south-east part of the park, included a block by Eric Parry on the eastern edge of the park and five further buildings from Arup Associates, this time led by James Burland. All buildings have views of and are related to two major landscaped valleys which link the golf course in the north to the Grand Union Canal in the south. Initially the buildings were low-rise structures with pitched roofs, but a more commercial character was developed after the 1990s.
- 3.6

The former Glaxo site was part of the Phase 3 of the masterplan (Fig. 3.3-3.5) and comprised of three buildings designed by SOM (Fig. 3.1-3.2 and 3.6). The scheme incorporated a layout with car parks and landscaping of a lesser quality than the Arup Associates' designed plots. It also had a large sculpture of a figure holding a sword alongside the landscape on Iron Bridge Road, the date and author are unknown. In 2023, the SOM buildings were demolished (Fig. 3.8) and a pair of warehouses designed by Michael Sparks Associates were built (Fig. 3.9). The new warehouses match the design of



BUILDINGS B9 and B10
architect SOM
occupant Glaxo (end 1990)



BUILDING B11
architect SOM
occupant Glaxo (end 1990)

Fig. 3.2: 1990 photographs of the former buildings on Site, known as B9, B10 and B11 during construction, designed by SOM for Glaxo GSK (Architects' Journal, July 1990), and demolished in 2023.

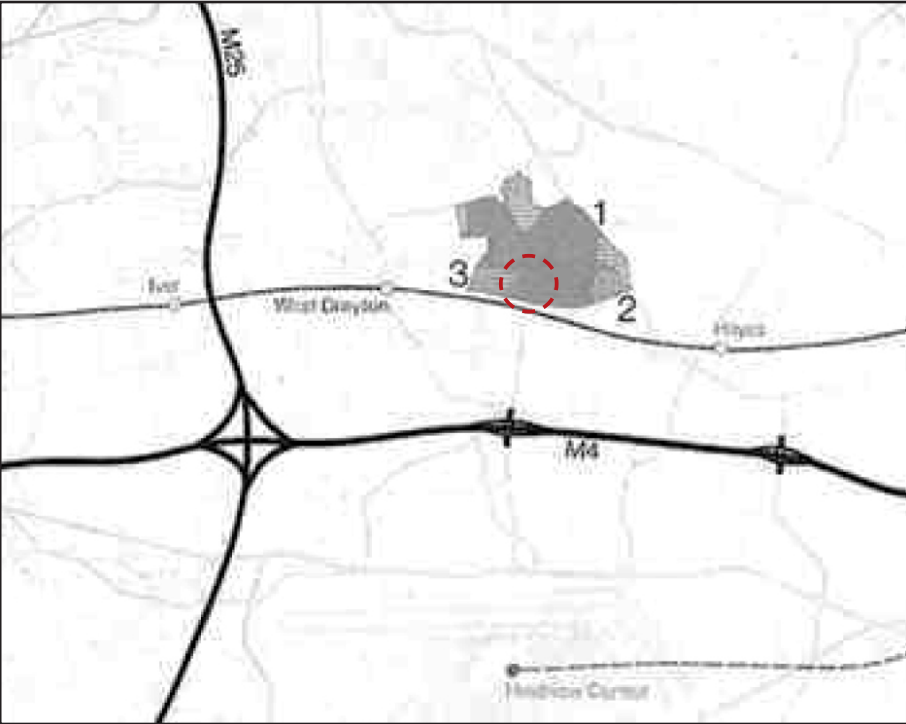


Fig. 3.3: Circa 1990 map indicating 3 phases of development. The Site, whose approximate location is circled in red, lies within Phase I shown in dark grey. The diagram also shows the proximity of the park to the M4, M25, and Heathrow Airport (Baumeister, May 1990).



Fig. 3.4: Circa 1990 map showing the Phase I of the development with the first seven growing regions. The Site lies within regions 6 and 7 and the approximate location of the Site is circled in red (Baumeister, May 1990).



Fig. 3.5: Circa 1990 map showing the three phases of development, addition of new offices, green areas and links to the existing road network. The approximate location of the Site, within Phase 1, is circled in red (Baumeister, May 1990).

3.0 HISTORICAL DEVELOPMENT OF THE SITE AND ITS SURROUNDINGS (CONTD.)

the neighbouring four warehouse units that lie to the west of the site beyond Iron Bridge Road and comprise Units 1 to 4 of the Prologis Park West. The large sculpture was moved opposite the Site, outside of the neighbouring units along Iron Bridge Road and reinstated around a landscaped space with an extensive water feature. The redevelopment received planning permission under the planning application ref. 39207/APP/2020/2188.

3.7 Phases 1 and 2 of the Stockley Park masterplan (see Fig. 3.5 and Fig. 6A.1), including the golf course to the north-east and the public park to the north-west, west of Stockley Road, were designated in 2020 as a Grade II Registered Park and Garden by Historic England and is described in Chapter 6A of this report. Phase 3 neighbouring the Site, and consisting of 4 units of the Prologis Park West, are outside of the registered park boundary.

3.8 The Arena building; the 'Phase 1' buildings and surrounding landscape by Arup Associates located between Longwalk Road and Roundwood Avenue, and the Foster + Partners office building are included in the Local List of buildings of architectural and historical importance that was adopted by Hillingdon Council in May 2010. They are described in Chapter 6B of this report.



Fig. 3.7: Aerial photograph dated 29th May 1947, the approximate location of the site is circled in red (Historic England, RAF_cpe_uk_2115_v_5249).



Fig. 3.6: Circa 2021 aerial view showing the former SOM buildings on Site, outlined in red (Google Earth).



Fig. 3.8: Circa 2023 aerial view showing the current buildings on Site, outlined in red, under construction (Bing Maps).



Fig. 3.9: 2025 aerial view showing the current buildings on Site, outlined in red, after completion (Apple Maps).

4.0 THE SITE AND CURRENT CONTEXT

INTRODUCTION

- 4.1
- This chapter presents a study of the site and surrounding context. The site lies within LBH, located within the Grade II Registered Stockley Park, to the south-western part of it. The Site currently comprises two single-storey vacant industrial warehouses with an overall height of 18 m; they were designed in 2020 by Michael Sparks Architects. The Site is located at Unit 1 and Unit 2 of the Prologis Park West and accessed via Iron Bridge Road; the aerial view at Fig. 4.1 shows the extent of the Site outlined in red. The Site is located within the Registered Park, and is located within the wider setting of undesignated heritage assets whose settings may be affected.

- 4.2
- The Site is bounded by Stockley Road to its east, the Grand Union Canal and railway line to its south, Iron Bridge Road to its west and Horton Road to its north. The neighbouring 4 units of the Prologis Business Park West along Horton Road lie further to the west and have all now been converted to data centres.

- 4.3
- The site is within the Heathrow/Elizabeth Line West Opportunity Area designated in the London Plan (2021), Policy SD1: Opportunity Areas (page 56). The ‘Hillingdon Local Plan: Part 1 – Strategic Policies’ identifies Stockley Park as one of the Key Sub-Areas in the Heathrow/Elizabeth Line West Opportunity Area within the LBH (page 41). The ‘Hillingdon Local Plan: Part 2 – Site Allocations’ designates Stockley Park as a Locally Significant Employment Location (LSEL) and Office Growth Location (see Map O at page 142 of the Local Plan: Part 2).

- 4.4
- Photographs of the existing condition of the site and surrounding townscape follow.



Fig. 4.1: Aerial view of the Site, outlined in red, indicating the name of the two warehouses (Apple Maps, 2025).

4.0 THE SITE AND CURRENT CONTEXT (CONTD.)

INTRODUCTION (CONTD.)



Fig. 4.2: From Stockley Park roundabout, looking south-west towards the site.



Fig. 4.3: From the north-east yard looking south-west, unit 1 (DC5) is to the left and unit 2 (DC6) to the right.



Fig. 4.4: From the north-east yard looking west towards unit 2 (DC6) and loading decks.



Fig. 4.5: From Iron Bridge Road at the vehicle entrance looking north-east towards unit 1 (DC5). The office block is to the far left.



Fig. 4.6: From Iron Bridge Road opposite the site looking north-east towards unit .



Fig. 4.7: Sculpture outside the neighbouring Prologis Park West Warehouses, which was originally on the Site and moved for redevelopment.

5.0 THE PROPOSED DEVELOPMENT

- 5.1 This chapter sets out an assessment of the design quality of the development, the effects of which are assessed in chapters 6 and 7 for heritage assets, landscape and townscape views respectively. It should be read in conjunction with the DAS produced by C+W O'Brien Architects. The DAS describes in detail the design thinking and approach to the design. It is not repeated in this chapter, but merely draws out the most important attributes of the development that result in a high-quality scheme. The architectural quality of the design is illustrated in the following figures as well as the rendered AVRs are assessed in chapter 7.

Design Assessment

- 5.2 The two buildings currently on the site are to be adapted for data centre use. The building to the south is Unit 1 (DC01) and that to the north, Unit 2 (DC02). Various alterations are to take place including enhanced landscaping. The major changes involve additional buildings required for the services to support the data centre function. These are known as gantries and require sound attenuation. Their functions are very different from the existing enclosed and fully roofed buildings and their architectural expression is therefore also different. They rise to a height equivalent to the eaves of the existing curved roof buildings, thus, when seen from a distance they can be seen to be lower.
- 5.3 In the case of DC01, the gantry extension is a pure addition which displaces most of the south car park. It is therefore closer to the canal, as was the previous SOM office building. It is the same length as the existing building minus the office element at the west end. For maintenance and ventilation purposes the structure includes a large cantilever such that its appearance is a physical facade at the upper half only. The lower half will generally be experienced, therefore, in shadow beyond which there will be accessible elements of plant.
- 5.4 The visible part of the facade of DC01 will be of a continuous though panellised metal with a dark grey upper panel and a darker grey panel to the bottom. Both have vertical fins staggered in a varying pattern, in a geometric, rhythmic pattern. The fins profile change, they are of a rectangular profile to the bottom and the upper ones are blade fins. The fins stand free from the colour-matching background and produce a dynamic visual interest which changes shadow effects throughout the day and through movement of the viewer. The two panels have pronounced green horizontal bands to the top and middle, reflecting those of the warehouses.



Fig. 5.1: Non-verified view from the southwest showing the proposed DC01 gantry to the right and the existing warehouses are to the left. The Grand Union Canal is to the far right.



Fig. 5.2: Non-verified view from the northeast showing the proposed DC02 gantry to the centre and the fire suppression tanks to the left.



Fig. 5.3: Zoomed version of AVR view from Stockley Road Bridge assessed in Chapter 7 (View 8). The DC01 gantry is in middle ground.



Fig. 5.4: Zoomed version of AVR view from Iron Bridge Road North Bridge assessed in Chapter 7 (View 13), looking at the DC01 gantry.

5.0 THE PROPOSED DEVELOPMENT (CONTD.)

- 5.5
- The gantry structure for DC02 is more discrete. It involves the demolition of the existing eastern bay of the existing warehouse part of the building, and its replacement with a gantry screen which extends 11.8 metres beyond the present eastern building line. It is conceived as part of the family of existing buildings. It therefore uses the same materials and general design as the existing building but without a curved roof and no eaves. Like DC01 it is lower than the existing building.

- 5.6
- A further change is at the north-west corner of the DC01 building which will require extensive louvres for ventilation in the facades. These will form new cladding elements but will emulate the design of the existing building. A number of minor functions will be accommodated in smaller units which don't contribute to a townscape function.

- 5.7
- An element of significant change in landscape terms, however, is the strengthening of the western boundary with additional tree and shrub planting.



Fig. 5.5: Plan showing the Proposed Development in context with the existing warehouses.

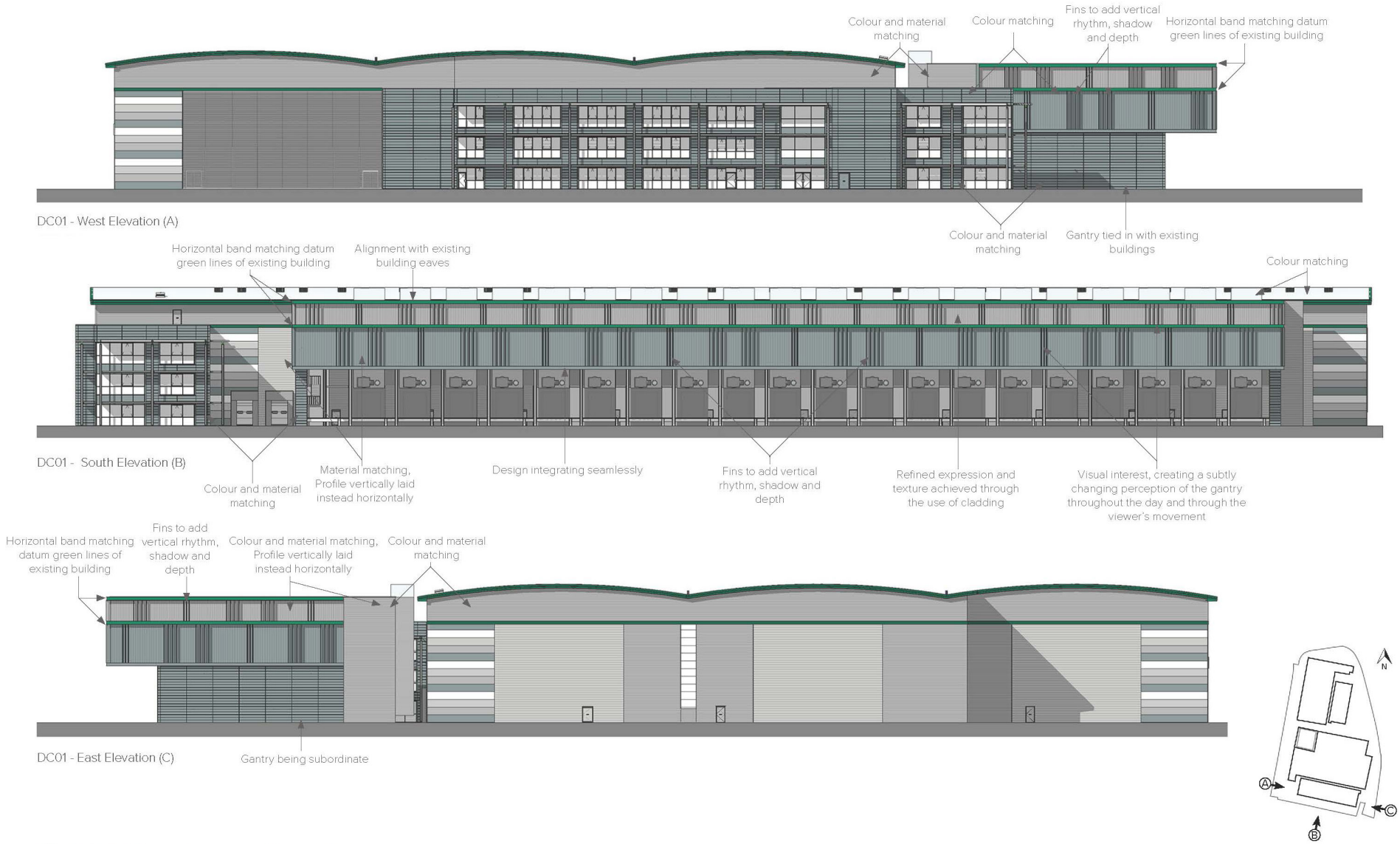


Fig. 5.6: West, south and east elevations of the DC01 gantry.

5.0 THE PROPOSED DEVELOPMENT (CONTD.)

- 5.8 The designs respond in their form, colour and materiality in a proportionate manner to the context such that long views from within the registered park will experience no increase in profile and only minor changes in colour and texture.
- 5.9 In views from the south, from outside the registered park, but looking towards its southern boundary, change is more apparent though accompanied by the foreground tree-scape along the edge of the canal. Here, the design of the south facing façade has been given a rhythmic patterned surface, effectively creating harmony between it and the canal planting.

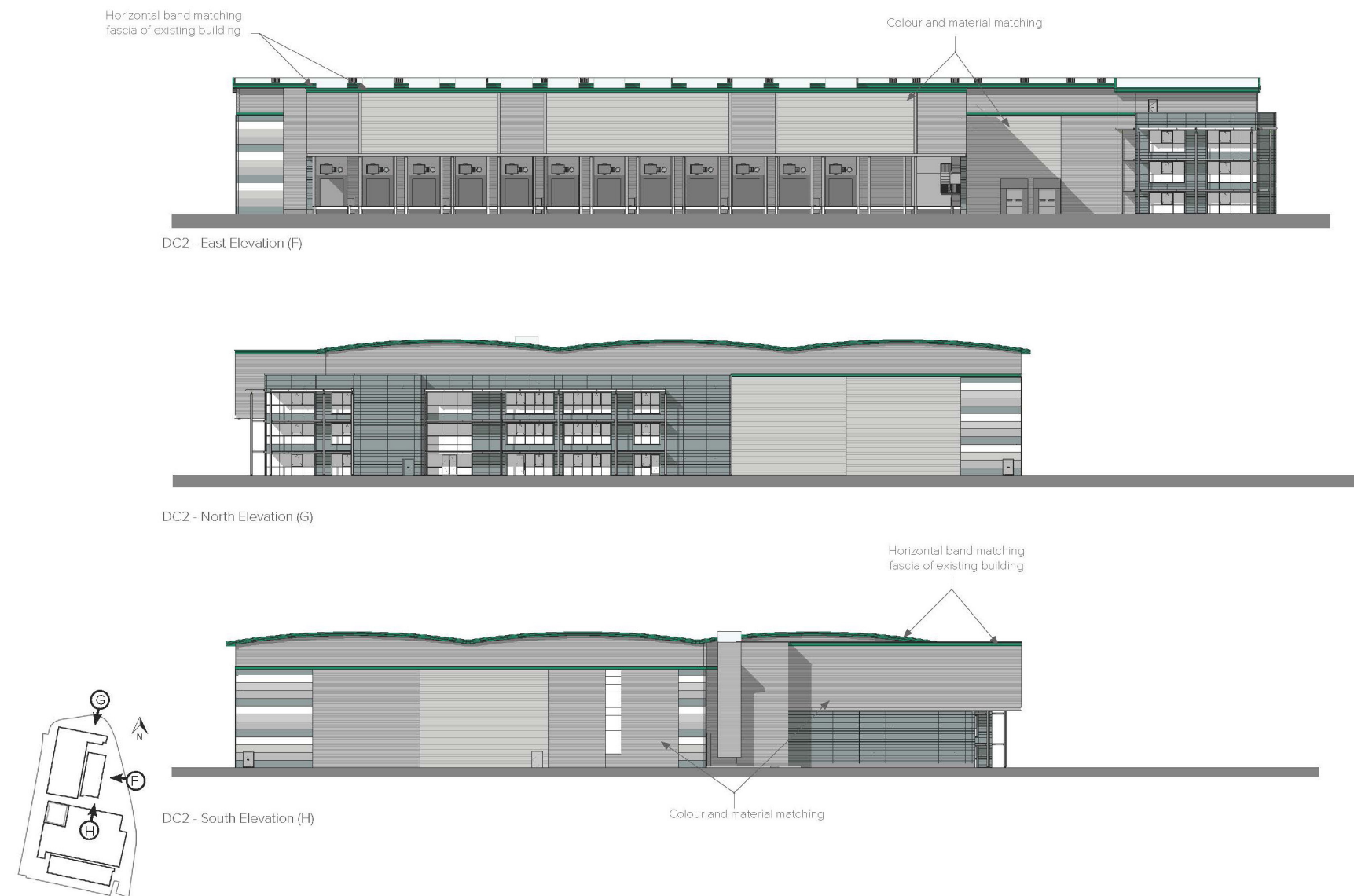


Fig. 5.7: East, north and south elevations of the DC02 gantry.

5.0 THE PROPOSED DEVELOPMENT (CONTD.)

5A ASSESSMENT AGAINST POLICY AND GUIDANCE RELEVANT TO DESIGN

5A.1	The commentary in this chapter sets out the qualities of the design which satisfies the relevant characteristics as defined by the National Design Guide, 2021. The Proposed Development is in accordance with paragraph 135 of the NPPF in that it would function well and add to the quality of the area over the lifetime of the development; it would be of visual interest as a result of good architecture and would be sympathetic to the local character which exists at the south-west zone of the registered business park; it would contribute to the townscape and landscape; and it would optimise the development potential of the Site and maintain the general good design standard in this part of Hillingdon.	5A.4	The proposed development has been designed with regard to the high architectural design quality of existing commercial buildings within the Grade II registered Stockley Park, which borders but excludes the Grand Union Canal and green infrastructure. It would be of a high design quality and comprise details and materials that would complement both the local architectural character within the park and the landscape setting. The effect of the proposed development on the character of the Grade II registered Stockley Park is described in detail in chapters 6A of this report.
5A.2	The Development would also be in accordance with LBH Local Plan: Part 2 Development Management Policies (2020) policies DMHB 8: Registered Historic Parks, Gardens and Landscapes (page 45), DMHB 11: Design of New Development (page 49), and DMEI 8: Waterside Development (page 77). The Site is not within an allocated site.	5A.5	The process of consultation with LBH enabled the optimum proposal to be refined in terms of its design quality and associated heritage, landscape, townscape and visual effects. The design, as described in the previous section, is considered to be of an appropriate quality of architecture and will be sympathetic to the local townscape and landscape character without harm to the qualities of the registered park and the non-designated heritage assets within it, nor to the canal Nature Conservation Site. In the case of the latter, there will be no environmental effect, while the spatial impact, when experienced at towpath level, will be minimal and not harmful.
5A.3	Policy DMHB 8: Registered Historic Parks, Gardens and Landscapes (page 45) states that development within a registered park must respect its special character, environmental quality, important views and vistas. Policy DMHB 11: Design of New Development (page 49) requires that new development harmonises with the local context by taking into account the surrounding: scale of development; architectural composition and quality of detailing; views both from and to the site; and impact on neighbouring open spaces and their environment; and ensuring the use of high quality building materials and finishes. Policy DMEI 8: Waterside Development (page 77) requires that development located adjacent to watercourses enhances the waterside environment through high design quality which respects the historic significance of the canal and character of the waterway. Grand Union Canal is identified as a Nature Conservation Site of Metropolitan or Borough Grade I Importance in the January 2020 Adopted Development Management Policies Map. These sites are also known as Sites of Importance to Nature Conservation (SINCs) in the London Plan (2021), Policy G6 (page 325) requires SINCs to be protected and where harm to a SINC is unavoidable and where the benefits of the proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts: 1) avoid damaging the significant ecological features of the site; 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site; 3) deliver off-site compensation of better biodiversity value.		

6.0 HERITAGE IMPACT ASSESSMENT

INTRODUCTION

6.1

This chapter considers the effects of the proposed development on relevant designated and non-designated heritage assets in LBH. This includes the registered park and garden and the non-designated heritage assets within it. The area has few heritage assets which are affected though there are some conjunctions in distant views.

6.2

The NPPF (2025) at paragraph 207 states that *‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.’*

6.3

Understanding and objectively articulating the significance of the un-designated heritage asset must, therefore, take place to determine what part their settings play in contributing to that significance. This should not be taken lightly, subjectively or through personal preference but requires a degree of objective professional judgement, as well as analysis.

6.4

The NPPF refers to indirect harm to designated heritage assets, through change in its setting, as potentially constituting a harm to the assets’ significance. Not all changes to setting will give rise to harm, indeed the conjunction in views between a heritage asset and a new well-designed development will most likely give rise to a neutral effect or one which enhances the setting and, in some cases, enhance the ability to appreciate the heritage asset’s significance. HE make clear in their guidance that design quality plays a part in the consideration of harm to a setting and thereby significance.

6.5

The map at Fig. 6.1 identifies the designated and non-designated heritage assets in the surrounding context of the Site. The significance of the relevant heritage assets has been described along with the contribution of their setting to that significance. Sources include HE’s National Heritage List for England, LBH’s online interactive map of designations and LBH’s descriptions of locally listed buildings. Where the changes to settings are illustrated by means of views in the visual assessment chapter, the heritage assessment will cross-refer to the relevant views.

6.6

The chapter is divided into two sections:

- Section 6A deals with the registered park and garden
- Section 6B deals with non-designated heritage assets

6.7

The heritage assets whose significance may be affected by the Proposed Development are listed below and are further described in the following pages. There are no listed buildings nor conservation areas which may be affected by the Proposed Development owing to their distance.

Registered Parks and Gardens:

- Stockley Park: Business park Phases I and II, and country park and golf course (Grade II)

Non-designated heritage assets:

1. The Arena
2. Stockley Park Phase 1 buildings: A1.1, A1.2, A2.1, A2.3 and landscaping
3. Stockley Park building B3

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)
DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS MAP

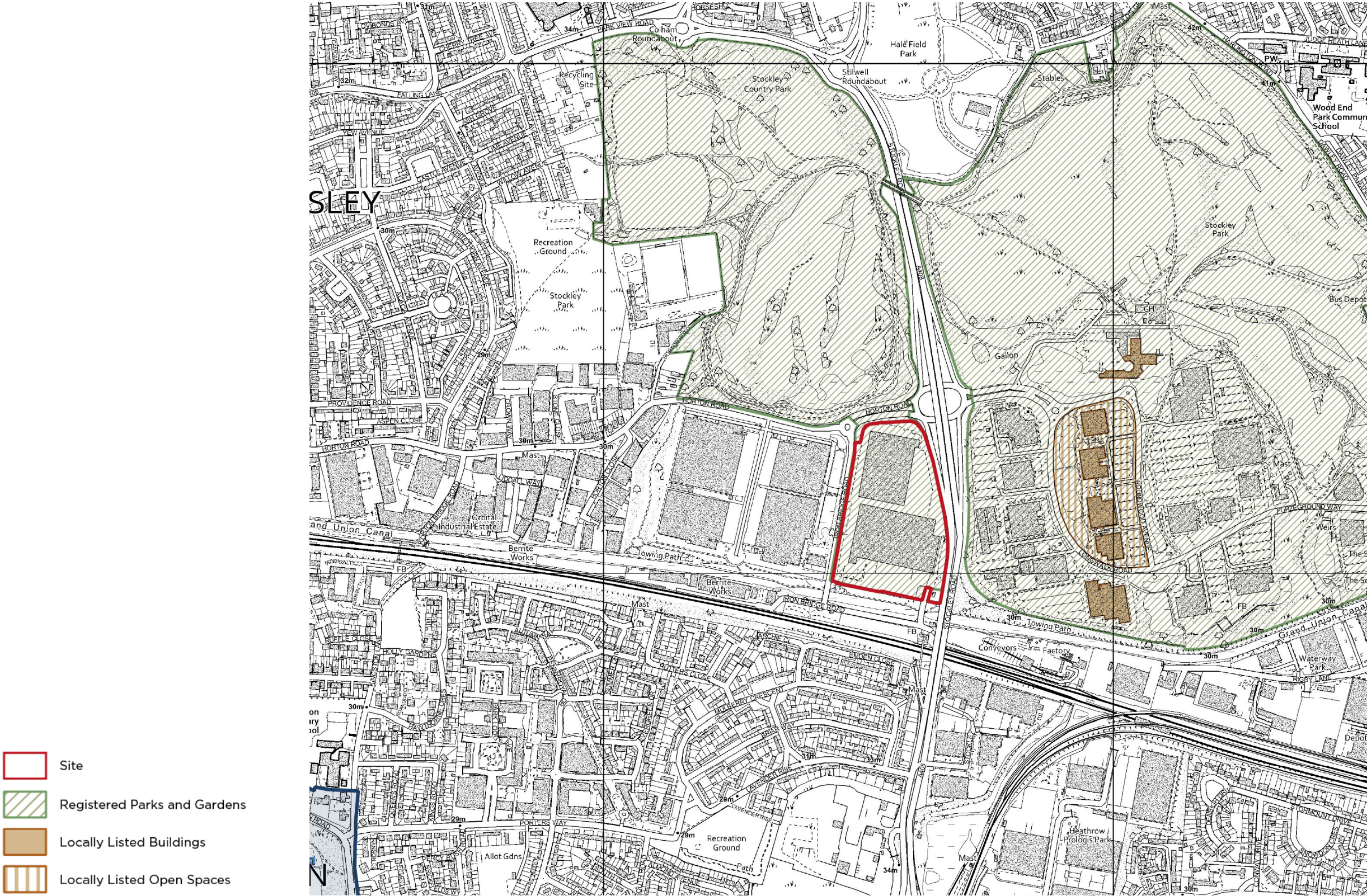


Fig. 6.1: Map indicating all designated and non-designated heritage assets in relation to the development Site, outlined in red.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)

6A REGISTERED PARKS AND GARDENS

- 6A.1

Historic parks and gardens that are of particular historic significance are included on the ‘Register of Parks and Gardens of special historic interest in England’ and are designated by Historic England. They do not have statutory protection but any impact on the landscapes’ special character would be a material consideration in the planning process and the NPPF policies relating to designated heritage assets would apply to them.
- 6A.2

The Site lies within the Grade II listed ‘Stockley Park: Business Park Phases I and II, and country park and golf course’. The Site is to the south-west part of the park and to the west of Stockley Road. The park’s character and views within it may be affected. The extent of the Registered Park is shown on the map in Fig. 6A.1 and described in this chapter.

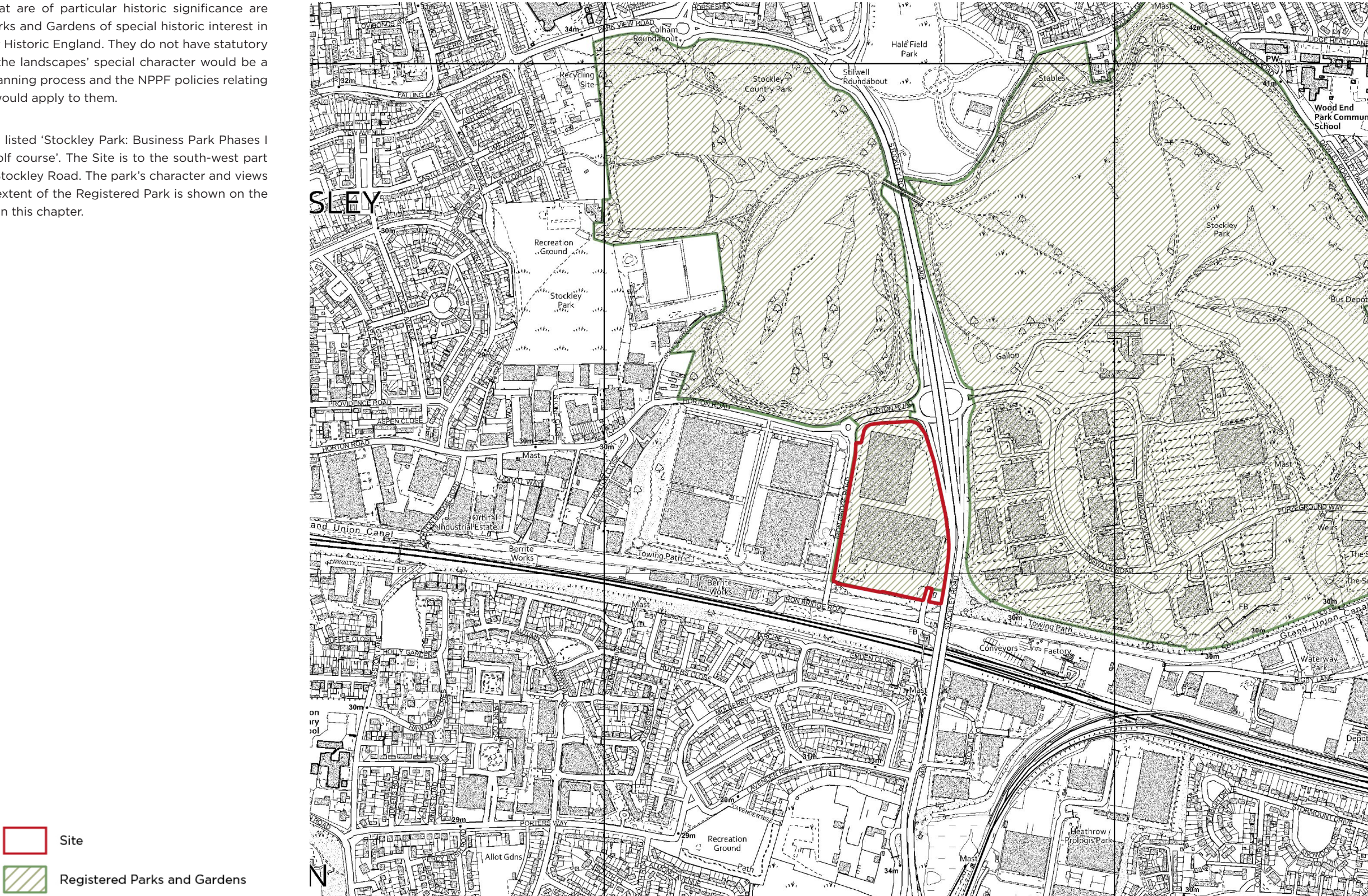
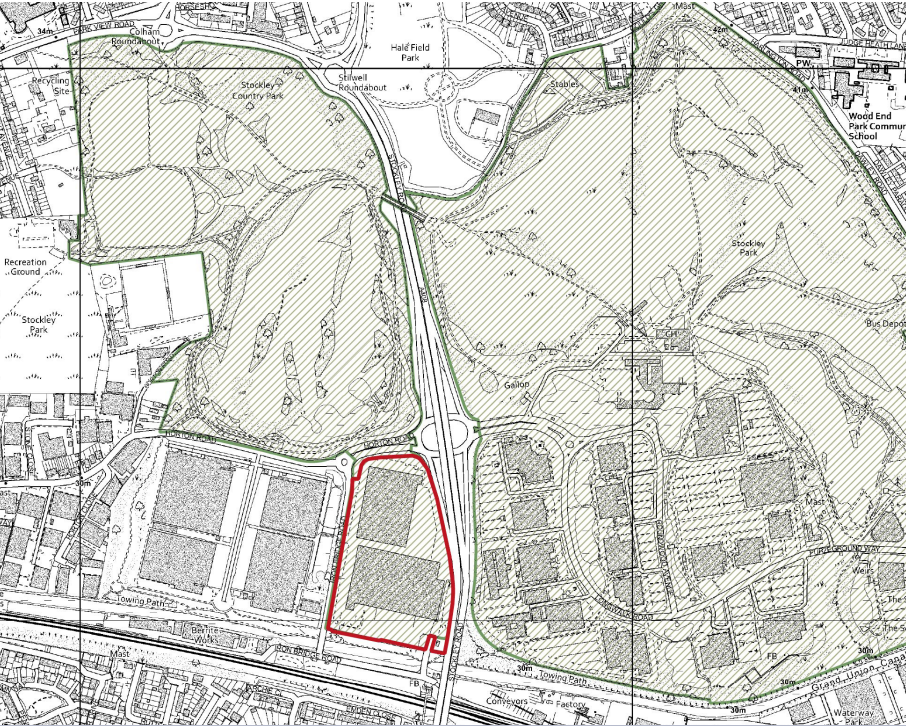


Fig. 6A.1: Map showing the location of Registered Parks and Gardens in relation to the development Site, outlined in red.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)
6A REGISTERED PARKS AND GARDENS (CONTD.)



Views relevant to this registered park and garden: Views 1 to 18.

- **Stockley Park: Business park Phases I and II, and country park and golf course (Grade II)**

List Entry Number: 1466074

Significance of the registered park and garden

6A.3 Stockley Park was listed on the 18th August 2020. This business park was developed as a masterplan designed by Arup Associates in 1984. Its significance derives from its historic and design interest, both buildings and landscape, as well as the high-level of survival of the masterplan. This pioneering development was implemented between 1984 to 1992 as one of the earliest landscape-led business parks in England and a notable example of reuse of highly contaminated land. Hence its historic and landscape significance.

Historic interest:

6A.4 The project delivered a business park close to Heathrow Airport with top-tier design quality, this masterplan sought collaboration between prominent architectural, engineering and landscaping practices of the late 20th century.



Fig. 6A.2: Bennetsfield Road near entrance of the business park looking north towards the lake.

Design interest:

6A.5 The project received several design awards. Stockley Park fully integrates the cellular layout of the business park interspersed with landscape design areas, to the southernmost part of the park, contrasting well with the more organic and geometric forms of the golf club, to the north-east, and the public park to the north-west.

Survival:

6A.6 Arup Associates designed a comprehensive masterplan which established design parameters that have been carefully and consistently implemented by all the practices involved. The landscape remains unified and consistent despite the redevelopment of some buildings and alterations to their immediate landscaping. The overall design intention continues to be well-respected and maintained.

6A.7 The Site lies at the south-west part of the park, west of Stockley Road. It was developed as part of Phase I with three buildings and extensive car parking by SOM. The scheme environs were dominated by the carparks and the architecture broke away from the earlier Arup Associates guidelines. In



Fig. 6A.3: Stockley Park Golf Club looking south-west. The industrial buildings, at a lower level, are seen in the background.

2023, the Site was redeveloped with two warehouses replacing the original buildings but maintaining most of the landscaping. It nevertheless represents a diversion, in terms of its increase in visual scale giving it a character distinct of the business area of the park.

Likely effect of the Proposed Development on its heritage significance

6A.8 The Site which was redeveloped in 2023 and no longer contains any of the SOM designed buildings is bounded by Stockley Road to the east and Horton Road to the north, separating it visually and physically from the central part of the business park which still contains the original buildings from the first phases of development, of which six are included in LBH's local list and original landscape design. The Site, therefore, lies in the less special part of the Registered Park, although it does form an introduction to the park in views from Stockley Road south. The adaptation of the industrial units on site will secure their continuous use. The Proposed Development would be visible in views from high ground within the golf course where its addition beneficially breaks up the scale of the existing buildings. It is also visible from the west of Longwalk Road and from Bennetsfield Road within and at the entrance of the park. See Views 1 to 4. As can be seen from the AVRs at Views 3, 4, 7a, 7b, 8, 13, 14, 16 and 18, this would not have a negative effect on the Registered Park's historic landscape and architectural design interest.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)

6B NON-DESIGNATED HERITAGE ASSETS

6B.1 Non-designated heritage assets are buildings identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets and who's setting, while not protected, can be taken into account. 6B.2 For the purposes of identifying and assessing the non-designated heritage assets in close proximity to the site, the council's interactive heritage asset map and the individual building descriptions prepared by LBH for their Local List has been used as a starting point. Their significance is set out in the following paragraphs, drawing on site visits and in-house research.

6B.3 Potentially affected non-designated heritage assets are considered below in the following order. Their location is indicated in the adjacent map at Fig.6B.1.

- 1. The Arena
- 2. Stockley Park Phase I buildings A1.1, A1.2, A2.1, A2.3 and landscaping
- 3. Stockley Park building B3

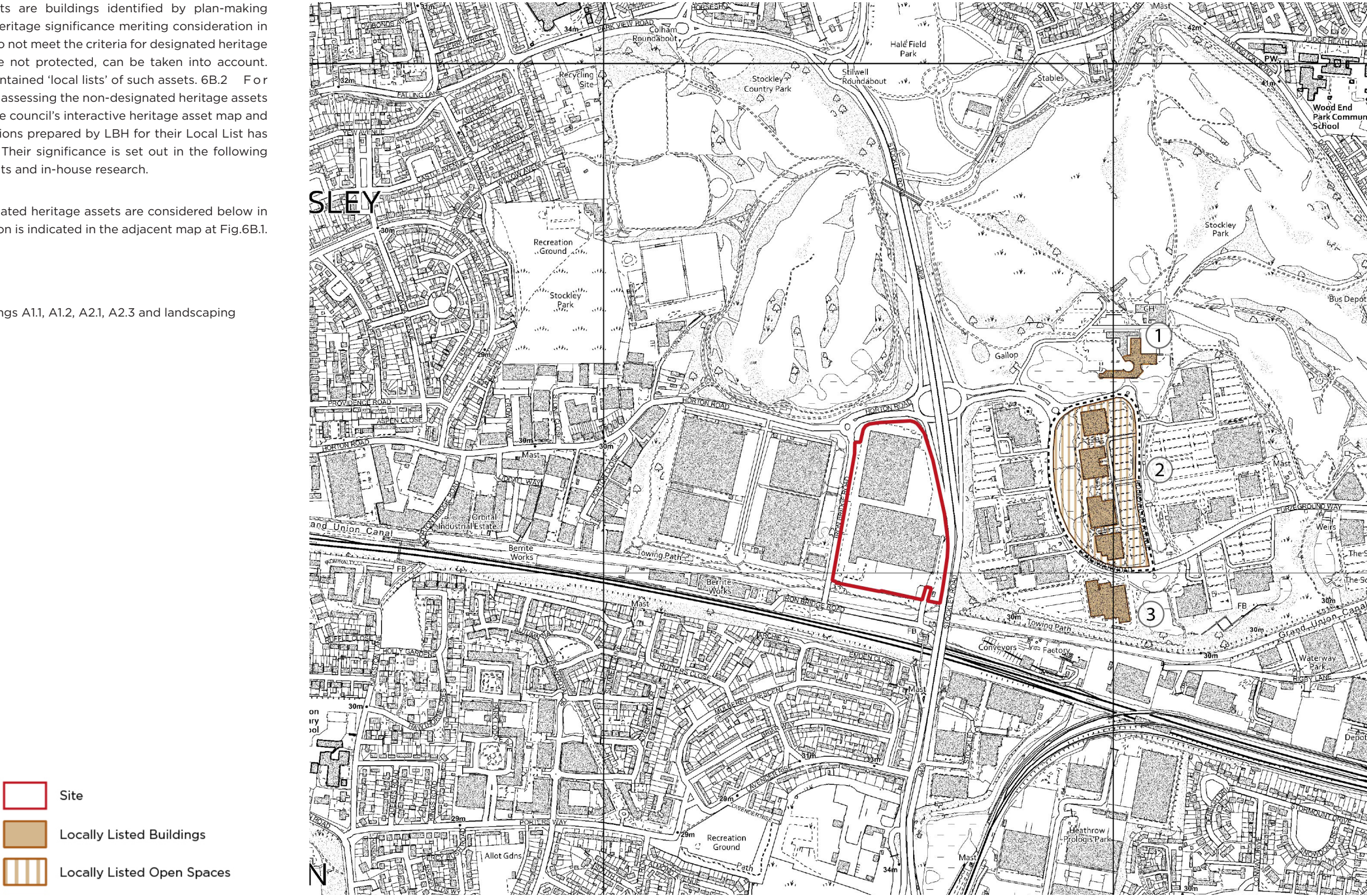
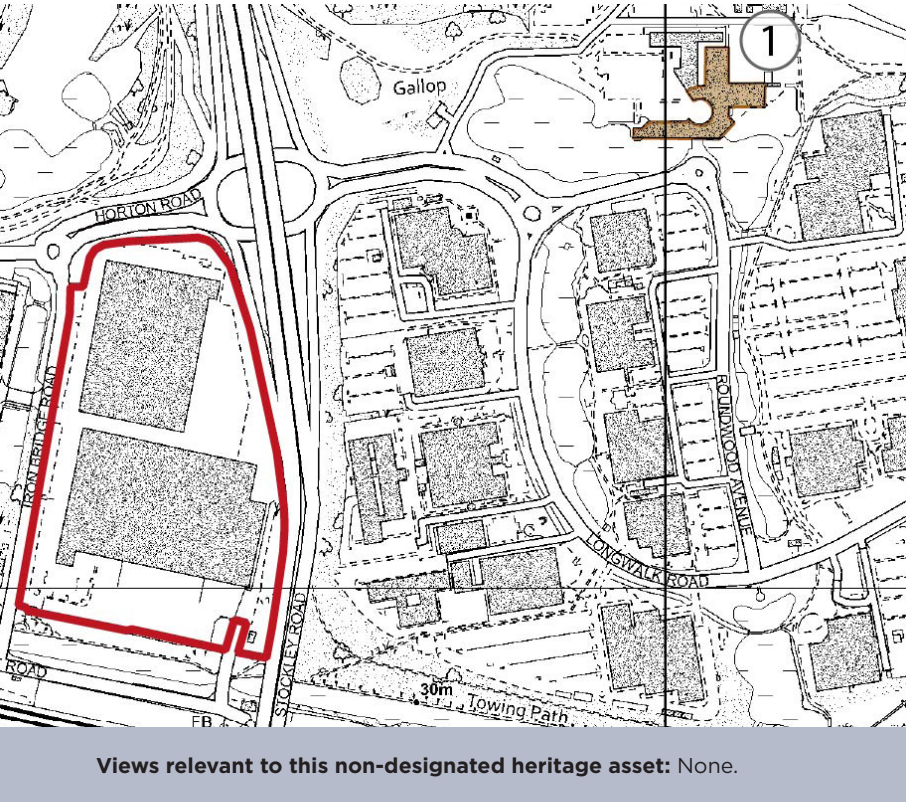


Fig. 6B.1: Map showing the location of non-designated heritage assets in relation to the development Site, outlined in red.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)
6B NON-DESIGNATED HERITAGE ASSETS (CONTD.)



1. The Arena (locally listed)

Date: 1988-1989

Significance of the locally listed building and the contribution made by its setting to that significance

- 6B.4 This multi-purpose building was conceived as the social hub of the development, set between the business park and the golf course on Bennetsfield Road, as part of the Phase I of the masterplan. The design by Arup Associates was influenced by Arup's own Broadgate Centre in the City of London and James Stirling's Staatsgalerie in Stuttgart. The Arena's architecture expresses solidity through its reconstituted stone façades and contrasts with the business park pavilions. A polygonal conservatory is at the west end of the building and a circular piazza to the centre. The Arena is of architectural significance as a well conceived and executed building. This building is also of townscape importance as part of the masterplan's original group of buildings and its relationship with the landscape and adjacent water bodies.
- 6B.5 The Site is approximately 400 m to the south-west and is part of its wider setting.

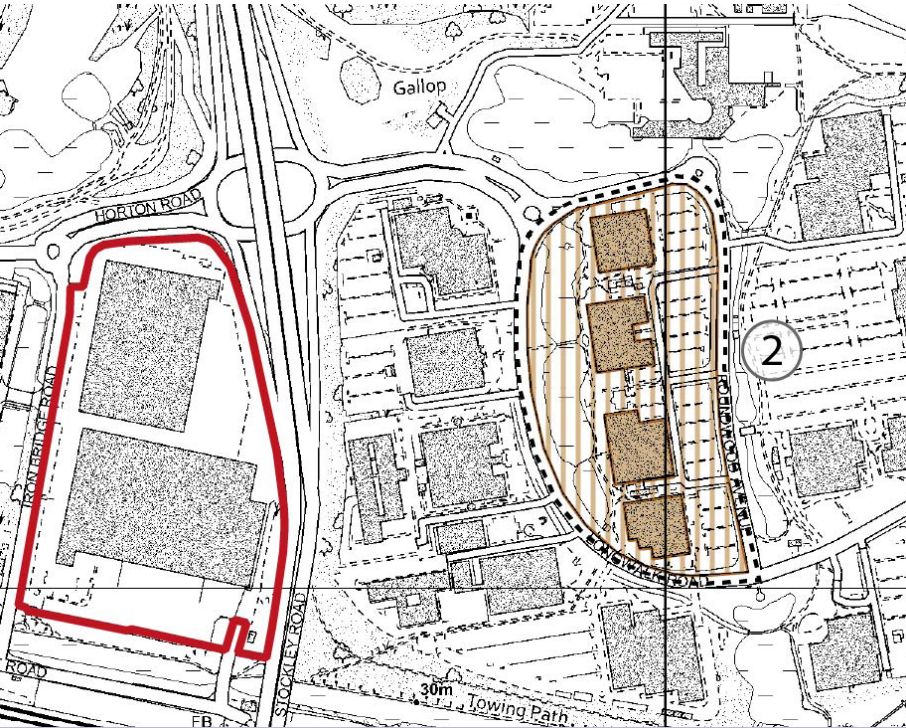


Fig. 6B.2: 2011 photograph of The Arena seen from Bennetsfield Road, before the construction of the adjoining hotel to the north. The glazed polygonal conservatory is to the centre, the reconstituted stone south facade is to the right.

Likely effect of the proposed development on significance

- 6B.6 The main façade of The Arena faces the Bennetsfield Road across the lake, thus any views of the locally listed building from it will always place the Proposed Development to the west and south of the viewer. The addition of the proposal to the wider setting of The Arena would not affect the significance of this locally listed building.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)
6B NON-DESIGNATED HERITAGE ASSETS (CONTD.)



Views relevant to this non-designated heritage asset: None.

2.

Stockley Park Phase I buildings A1.1, A1.2, A2.1, A2.3 and landscaping (locally listed)

Date: 1985-1989

Significance of the locally listed building and the contribution made by its setting to that significance
- 6B.7

This group encompasses four of the buildings designed by Arup Associates set between Longwalk Road and Roundwood Avenue, known as blocks A1.1, A1.2, A2.1, A2.3 (Fig. 3.1 and 6B.3-6B.5) which were part of the Phase I of development. The landscaped setting to their immediate west is also part of the group and includes a pond. The four pavilion-style buildings are similar, though not identical, as a result of the implementation of the masterplan design codes. They all have hipped roofs, white cladding, grey and white panelling and two-storey heights. The significance of this group lies in their early execution embodying the guidelines and their architectural and landscape design interest. They are of townscape interest as a group alongside the rest of the Phase I and II buildings.
- 6B.8

The Site lies about 220 m to the west of this group of non-designated heritage assets, visually separated by Stockley Road and buildings 1-4 Longwalk Road, yet are part of their wider setting.



Fig. 6B.3: Building A1.1 is to the left and A1.2 is to the right, partially screened by trees, seen from Longwalk Road.



Fig. 6B.4: Pond and landscaped setting seen on Longwalk Road continuing south. The light pavilion-style building A1.1 is to the left and A1.2 to the right.

Likely effect of the proposed development on significance

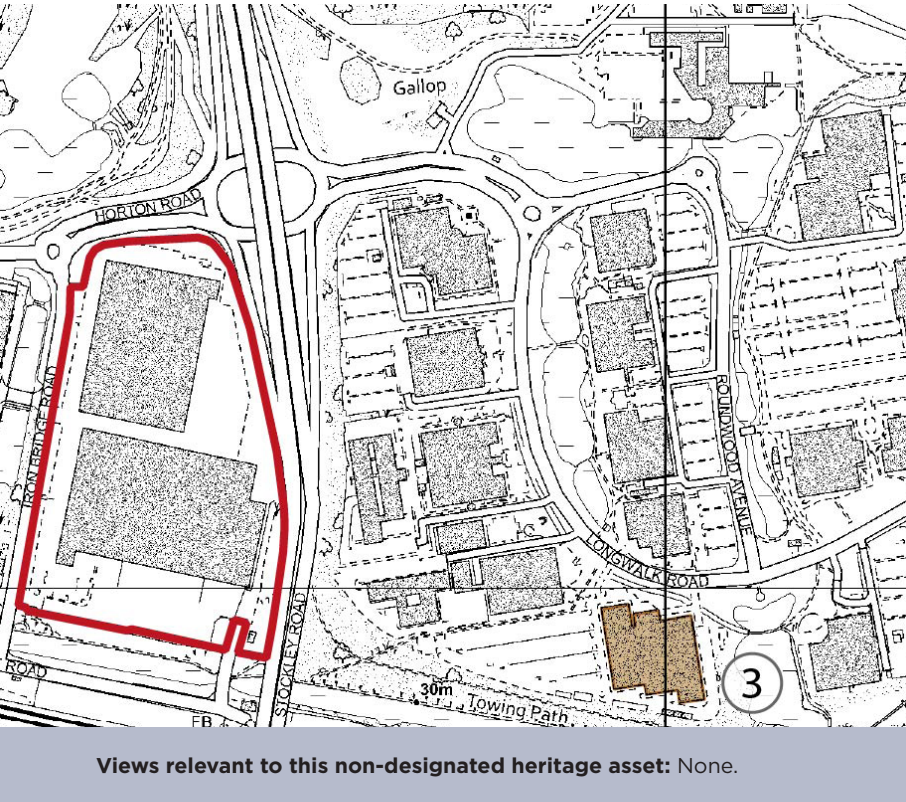
- 6B.9

This group of four pavilion-style buildings and their forecourt landscaped settings provide a positive contribution to the streetscape of Longwalk Road with their wide collective frontage. The Proposed Development would be located in the wider setting to the west of this ensemble but would not be highly visible from Longwalk Road where the significance of the group can be appreciated. The visibility of the Proposed Development from Roundwood Avenue between the pavilions would also be minimal owing to the dense treescape within the Registered Park, even in winter conditions. . The Proposed Development therefore does not have a negative effect on their significance.



Fig. 6B.5: Pond and landscape seen from Bennetsfield Road looking south. Building A1.1 is to the left.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)
6B NON-DESIGNATED HERITAGE ASSETS (CONTD.)



3. Stockley Park building B3 (locally listed)

Date: 1988-1989

Significance of the locally listed building and the contribution made by its setting to that significance

- 6B.10 This building was designed by Foster + Partners, set on Longwalk Road, is part of the first masterplan phase but followed the locally listed buildings to the north. The building is of architectural significance through its design of three staggered blocks of three-storey height. The fully glazed exterior is suspended from white Y-shaped steel frames, which are a re-interpretation of the hipped roofs implemented by Arup Associates in their buildings. The etched glazing grades from fully transparent to opaque with white enamel fritted sections in between, resulting in a hazy mirage-like effect. This was the first commercial use of enamelled “fritting” to glass in the UK. This building is also of townscape interest as part of the early buildings on the business park, and one of Foster + Partners early London buildings.
- 6B.11 The Site is located approximately 300 m to the west and forms part of the wider setting.



Fig. 6B.6: 1991 Photograph of the Building B3 seen from the north-east along Longwalk Road (Historic England).

Likely effect of the proposed development on significance

- 6B.12 The Proposed Development lies to the west and north-west of this locally listed building beyond the dense treescape. There would be no intervisibility of the Proposed Development even in a leafless winter condition. The Proposed Development would cause no effect on its significance.

6.0 HERITAGE IMPACT ASSESSMENT (CONTD.)

6C ASSESSMENT AGAINST POLICY AND GUIDANCE RELEVANT TO HERITAGE ASSETS

- 6C.1
- The effects of the proposed development on the heritage significance of the registered Stockley Park and nearby non-designated heritage assets have been assessed. LBH Local Plan: Part 1 Strategic Policies (2012), specifically policies HE1: Heritage (page 76), BE1: Built Environment (page 82) and strategic objective SO1: Conserve and enhance the borough's heritage and their settings (pages 22, 76 and 81), and LBH Local Plan: Part 2 Development Management Policies (2020), policies DMHB 1: Heritage Assets (page 37), DMHB 3: Locally Listed Buildings (page 40) and DMHB 8: Registered Historic Parks, Gardens and Landscapes (page 45), LBH's interactive heritage assets map and LBH's Local List were consulted and used to help identify heritage assets relevant to the scheme, and to understand the strengths and weaknesses of the local character.
- 6C.2
- The Site is located within the Grade II registered park and garden Stockley Park. There are no heritage assets on the Site and there are no conservation areas in proximity to the site which may be affected by the Proposed Development. The significance of the nearest heritage assets and their settings were researched and understood at an early stage and informed the design process, in compliance with the above policies
- 6C.3
- In accordance with the NPPF (Feb 2025), chapter 16: Conserving and enhancing the historic environment, the effects of the proposed development on the settings of designated and non-designated heritage assets have been assessed. In line with paragraph 200 of that chapter, the significance of any heritage assets affected, including any contribution made by their setting have been described, with the level of detail proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 6C.4
- Though the proposals lie within the registered park, they reduce car parking area, complete the built form and do so by introducing lower elements which effectively break up the scale of what is currently visible from the high areas of the open park. The introduction to the park from the south will change by adding the gantry extension in front of the already visible warehouse. It is more prominent, but its division of parts and introduction of three dimensional detail is an architectural improvement. There is little visible connection with the locally listed buildings and therefore they are not harmed. There is, therefore, no harm owing from the proposals.

7.0 TOWNSCAPE AND VISUAL ASSESSMENT

7.1	In order to fully assess the visual effect of the proposed development when seen in the local townscape, landscape and in the settings of heritage assets, a review of important viewpoints was undertaken by the consultancy. The review sought to consider those viewpoints from which the proposed development would be visible.	7.7	Each of the 19 views illustrations contain two images: (i) the existing view photograph. The photography for the un-verified model views was carried out in September 2025 and the surveyed photography for the AVRs was carried out in November 2025; (ii) the proposed development as either a wireline (in green) or a photorealistic rendered AVR, superimposed accurately onto the photograph, or as a non-verified computer generated model shot using VU.CITY software using a 24 or 50mm camera lens, where appropriate. In the model views, the retained elements of the site are shown in a light orange colour and the new elements are in a brown colour. A colour-coded key is provided for each view.	View 13: Iron Bridge Road North Bridge (AVR render-24mm) View 14: Grand Union Canal towpath (AVR render-24mm) View 15: Iron Bridge Road at the junction with footpath (VU.CITY-24mm) View 16: Grand Union Canal towpath at the upper level, west of the site (AVR wireline-50mm) View 17: Grand Union Canal towpath at the lower level, west of the site (VU.CITY-50mm) View 18: Iron Bridge Road South Bridge (AVR wireline-24mm)	
7.2	The proposed development has the potential to affect a number of vistas and local townscape views.	7.8	A methodology statement by AVR London, setting out in detail how accurate visual representations are created, is included in Appendix 1 of this document.	7.10	Due to the width of the site, it is not possible to capture the whole site from close views. In the case of viewpoint 7 there are 2 images, a and b, taken from the same viewpoint and panning towards north and south. There are minor differences between the existing views photography and the VU.CITY images. Both images have been matched as close as possible, the minor differences in the lens size of the camera used for the photography and the VU.CITY standard lens of 24mm as well as differences in the aspect ratio of both images can be seen in the views. The tree coverage is approximate.
7.3	The selected 19 views from 18 view positions represent a general spread of views which illustrate the relationships likely to arise between the proposed development and the surrounding townscape, landscape and heritage assets. The views chosen and assessed in detail in this report represent ‘maximum exposure / maximum conjunction’ of the development in its context. The location of the 19 views were chosen in consultation and agreement with planning officers at LBH. The selected views are shown on the maps at Fig. 7.1.	7.9	The list of views assessed in this chapter are: View 1: Stockley Park Golf Course (VU.CITY-50mm) View 2: Stockley Park Golf Course (VU.CITY-50mm) View 3: Entrance of parking between Nos. 1 & 2 Longwalk Road (AVR wireline-24mm) View 4: Bennetsfield Road (AVR wireline-24mm) View 5: Stockley Park Roundabout (VU.CITY-24mm) View 6: On site parking to the east, looking north-west (VU.CITY-24mm) View 7a: Stockley Road, looking north-west (AVR render-24mm) View 7b: Stockley Road, looking south-west (AVR wireline-24mm) View 8: Stockley Road Bridge (AVR render-24mm) View 9: Stockley Road, near junction with Stockley Close (VU.CITY-50mm) View 10: Eastwood Road, outside No. 7 (VU.CITY-24mm) View 11: Iron Bridge Road (VU.CITY-24mm) View 12: Prologis Business Park Horton Road, in front of sculpture (VU.CITY-24mm)	7.11	The Proposed Development has been assessed using a proportionate approach to each type of view where the highest priority is given to the rendered AVRs, followed by the wireline AVRs and lastly by the VU.CITY generated model views. The VU.CITY model considers the massing of the gantries rather than the detail of the vertical fins, which can be depicted in the AVRs.
7.4	Following consultation and agreement with the LBH, 9 representative views of the 19 have been surveyed and shown as comprehensive Accurate Visual Representations (AVRs) of the proposed development. These were projected by incorporating a computer model of the proposed development into a series of surveyed photographs, produced by AVR London, a specialist in the field. The remaining 10 views are shown as non-verified computer model shots prepared by the consultancy. They were generated using VU.CITY software and a model of the scheme provided by C+W O’Brien Architects.				
7.5	Four of the 9 verified views (Views 7a, 8, 13 and 14) have been developed into photorealistic rendered AVRs which give both a qualitative and a quantitative representation. Five views (Views 3, 4, 7b, 16 and 18) are represented in wireline form, a simplified tool which demonstrates an overall outline effect as it would be perceived from a specific viewpoint.				
7.6	The assessments carried out by the consultancy are based on the methodology set out in chapter 2 of this report. It is important to read this in order to understand the approach to assessments. The consultancy has assessed the visual effect of the proposed development on the local townscape and landscape, making use of both quantitative and qualitative material. The consultancy has considered all the views in real time over several site visits. The observations have been relayed in writing, in conjunction with the AVRs created by AVR London and the computer model shots generated in the VU.CITY software, to give the reader a real sense of the visual effect of the proposed development. Each visual assessment includes commentary in accordance with the methodology set out in chapter 2. The assessment is not of the two-dimensional images but of the interpretation of the likely visual effect of the proposed development using the images as a tool for an on-site assessment. There is, therefore, no substitute to actually visiting the Site with this document to hand, which is highly recommended.				

7.0 TOWNSCAPE AND VISUAL IMPACT ASSESSMENT (CONTD.)

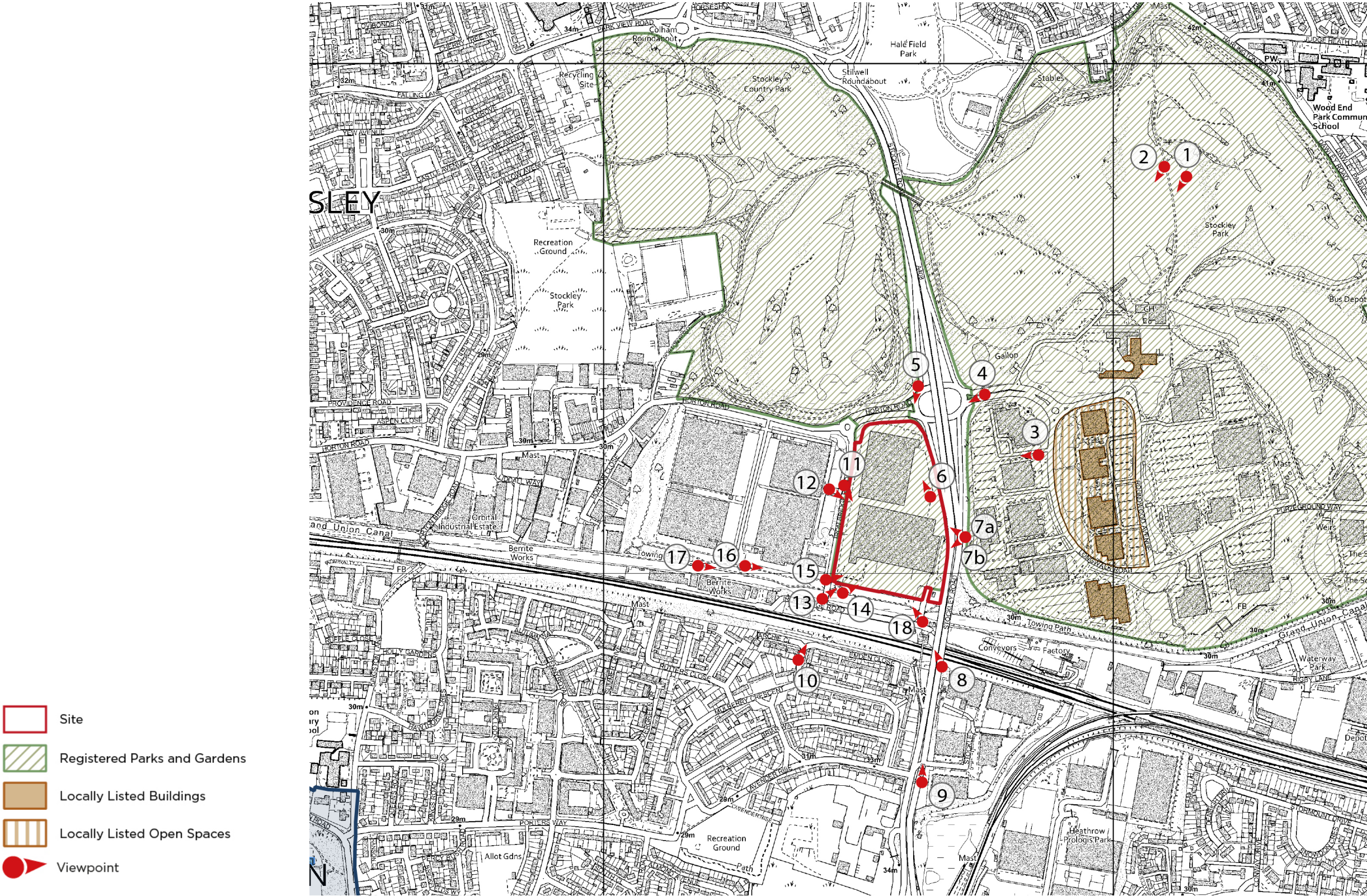


Fig. 7.1: Map showing the 12 selected viewpoints. The Site is outlined in red.

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

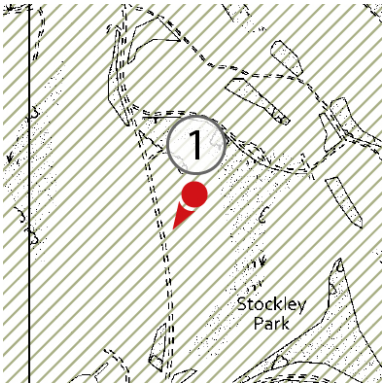
VIEW 1: STOCKLEY PARK GOLF COURSE (EXISTING)

Existing

This view is from the highest destination point on the Stockley Park Golf Course, looking south-west. Beyond the open park, to the left a series of black pitched roofs indicate the Phase I office buildings designed by the Arup Associates. To the centre of the view, in the middle-ground, is the site. Unit 1 is seen to the left, its three barrel vaults run almost parallel to the horizon line. To the right is Unit 2, its eastern-most barrel vaults are partially screened by tree canopies. To the background, at the centre, is Terminal 5 of Heathrow Airport. The sensitivity of this view is medium/low.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 1: STOCKLEY PARK GOLF COURSE (PROPOSED) - 50MM

Proposed

The visibility of the proposal, shown here as a VU.CITY representation, and shown as a brown form, is minimal. A small portion of the gantry enclosure at Unit 1 is seen to the left. The gantry adjoining Unit 2 is to the right. The fire suppression unit is partially seen behind the Arup Associates pavilions. The addition of the proposed elements effectively breaks down the scale and successfully modifies the horizontal roofscape.

Effect

Since the additions are seen within the existing volume and from this view their architecture and materiality is similar to the existing but of a smaller scale, there is a positive effect on the view and a consequent benefit to the registered park as a whole.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 1 - 50mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 2: STOCKLEY PARK GOLF COURSE (EXISTING)

Existing

This viewpoint is close to the previous one, to its north-west and from lower ground but on a well used footpath. The golf course dominates the view. To the far left, out of the frame, is an ancillary shed to the golf course. Behind the shed, the two black-tiled pitched roofs joined by a glass gabled element indicate the location of one of the Arup Associates buildings within the business park area. To their right, beyond the tree in the middle ground, is another building by the same architects with black-tiled and glazed pitched roofs. To its right Unit 1 on the site is visible. The other unit is screened by the treescape. Terminal 5 of Heathrow Airport rises above. The sensitivity of this view is medium/low.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 2: STOCKLEY PARK GOLF COURSE (PROPOSED) - 50MM

Proposed

The VU.CITY image shows that the gantry enclosure to Unit 1 would be minimally visible to the left. To the right, the fire suppressor unit and the Unit 2 gantry enclosure are largely screened by the treescape which is shown leafless in this image. The visibility of the Proposed Development will be minimal.

Effect

Though the effect will be to break up the existing large scale elements with the new elements in front of them, the degree of visibility makes this difficult to identify. The skyline will be animated with the slightly protruding cooling chimneys. The chimney elements provide a degree of enhancement.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 2 - 50mm

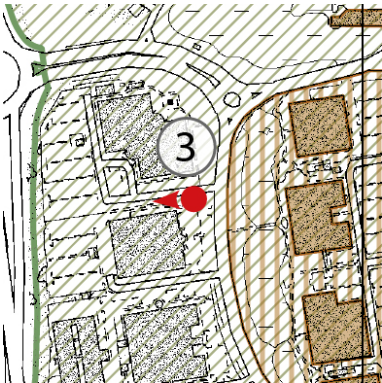
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 3: ENTRANCE OF PARKING BETWEEN NOS. 1 & 2 LONGWALK ROAD (EXISTING)

Existing

This viewpoint is located at the entrance to the parking between no. 1 Longwalk Road, to the left, and no. 2, to the right. Both of these pavilion-style buildings are two-storeys tall in white metal cladding with black-tiled pitched roofs and are also Arup Associates' designs but not on the local list. The local list offices are behind the viewer. Both are surrounded by a green landscape but with less richness compared to the former locally listed part of the business park. The site is to the centre of the view and partially screened by the trees along either sides of Stockley Road. The warehouse unit visible is Unit 2, indicating the office-element and an acute view of the three barrel vaults is visible. The view is of low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 3: ENTRANCE OF PARKING BETWEEN NOS. 1 & 2 LONGWALK ROAD (PROPOSED) - 24MM

Proposed

The green, dotted wireline representation shows the proposed gantry enclosure to be consistent with the height of the existing warehouse, although the viewpoint is from a lower level. The visibility is however minimal because of the middle ground treescape.

Effect

The effect is one of minimal change.



AVR WIRELINE

Proposed development

VIEW 3 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 4: BENNETSFIELD ROAD (EXISTING)

Existing

This view is from Bennetsfield Road, at the entrance to Stockley Park. Despite the viewpoint's proximity to a highway, the manicured landscape of the park animates the view. The Stockley Park Roundabout is to the right of the image, in the middle ground. To its left is the Stockley Road flyover and behind it, the site. The east façade of Unit 2 rises above the bridge, the lower element with a flat roof and metal cladding is the office element within the site. The treescape in the foreground of the unit is minimal. The view is of low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 4: BENNETSFIELD ROAD (PROPOSED) - 24MM

Proposed

Since the gantry enclosure replaces an existing section of Unit 2, the only volumetric changes are that the new addition extends further to the east. The gantry enclosure is of the same materiality as the removed element but without the barrel vaulted roof. While it is also marginally lower than the existing unit, owing to the extended plan and the low level of the viewpoint, it appears higher. The tree planting in front will be enhanced.

Effect

The effect is a change in form which brings variety to the complex. This adds visual richness and is positive change.



AVR WIRELINE

Proposed development

VIEW 4 - 24mm

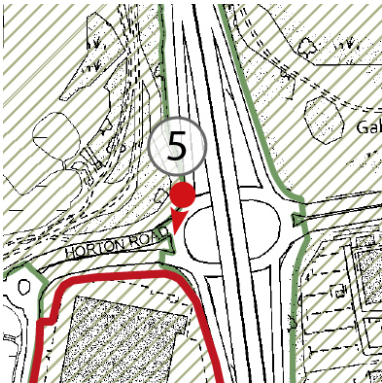
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 5: STOCKLEY PARK ROUNDABOUT (EXISTING)

Existing

From the roundabout at the junction with Horton Road and Stockley Road on the pavement, the site is visible behind the dense treescape. The north elevation of Unit 2 is visible. In its foreground is the office block with flat roof, dark grey metal cladding and louvers above the windows. Above it, the two easternmost barrel vaults of the warehouse are seen.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 5: STOCKLEY PARK ROUNDABOUT (PROPOSED) - 24MM

Proposed

The minimal visibility is represented in this view where only the fire suppression block is partially seen behind the treescape which is approximate in the VU.CITY software. This view is of a low sensitivity and the visibility of the Proposed Development is nil.

Effect

None.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 5 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

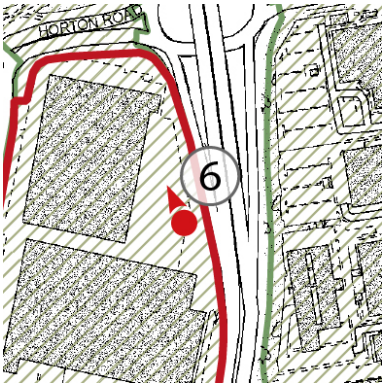
VIEW 6: ON SITE PARKING TO THE EAST, LOOKING NORTH-WEST (EXISTING)

Existing

This view is from within the the yard at the north-east part of the site. Looking north-west towards Unit 2, the east elevation dominates the view. Loading bays to the left and centre of the image with silver half-round metal panels and green eaves trim above, topped with dark grey sinusoidal panelling which is also in the lower section to the right and roof. To the right, flat metal panels in white, light and dark grey adjoining the office block clad in flat metal panels with a flat roof and louvers over the windows. The metal fence and trees to the far right indicate the boundary of the site. This view is of a low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 6: ON SITE PARKING TO THE EAST, LOOKING NORTH-WEST (PROPOSED) - 24MM

Proposed

The gantry of Unit 2 is seen from the yard effectively replacing the east barrel vaulted unit. The proposed gantry is roughly the same position of the first barrel vault but brought forward by 11.8 metres. The view shows the nature of the cantilever to the gantry enclosures.

Effect

There is little change in terms of the volume. The materiality matches that of the previous Unit 2. There is no significant effect.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 6 - 24mm

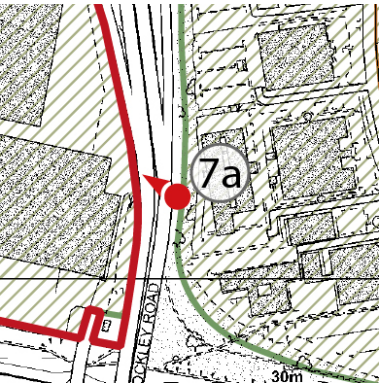
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 7A: STOCKLEY ROAD, LOOKING NORTH-WEST (EXISTING)

Existing

From the footpath on Stockley Road, near to the southbound slip road, the site is visible above a boundary of dense, but not high, trees. To the north-west, Unit 1 to the left of the view, and Unit 2 to the right. Both warehouses are clad in dark grey sinusoidal metal and horizontally-laid half-round panels in silver, with green eave trims. Unit 1 has a living green wall element at the centre of the east gable, which is visible from this point. Unit 2 is set back to the right and is more fully screened by the dense treescape. To the right end beneath the eaves of both units is a section clad in flat metal panels of graded colours from dark grey, to white. The flat-roofed office block in darker grey flat metal cladding is just visible to the far right. Though within the registered park, this is a view of low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 7A: STOCKLEY ROAD, LOOKING NORTH-WEST (PROPOSED) - 24MM

Proposed

The visibility of the Proposed Development, rendered in this view, attached to Unit 2 is of a medium degree owing to the treescape. As the gantry enclosure essentially replaces the most eastern bay of Unit 2, the increased visibility is marginal. The architecture of this addition follows the materiality of the existing building, however, the gantry enclosure has no barrel vaulted roof.

Effect

There is virtually no change to this view of low sensitivity.



AVR RENDER

VIEW 7a - 24mm

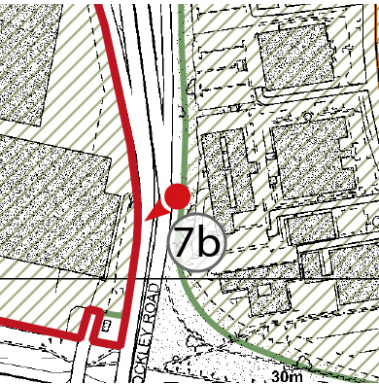
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 7B: STOCKLEY ROAD, LOOKING SOUTH-WEST (EXISTING)

Existing

This view is from the same position as the previous, but in this case looking south-west. Unit 1 dominates the view, the barrel vault eaves are clearly identifiable behind a more sporadic treescape bounding the site. Each bay has a green wall element to the centre. The materiality is cohesive with Unit 2 consisting of dark grey sinusoidal metal cladding, to the centre behind the living green walls are panels in silver horizontally-laid half-round cladding. To the far left, largely obscured by trees, is a section of flat metal panel cladding in white and lighter shades of grey. A third vault to the right of the image is set back. Again this view is within the registered park, but owing to the wide and busy road running through it, its sensitivity is low.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 7B: STOCKLEY ROAD, LOOKING SOUTH-WEST (PROPOSED) - 24MM

Proposed

The built form is extended to the south, the extension shown as a green wireline and is seen to the left of Unit 1. The view confirms it being lower than the existing building. The shorter end of the gantry enclosure is visible though mostly obscured by trees. The pattern depicted on the main south façade is returned along this shorter visible part.

Effect

The gantry enclosure displays an interesting elevation, clearly subsidiary to the host building, and in contrasting form and appearance. This is an addition of merit in this view.



AVR WIRELINE

Proposed development

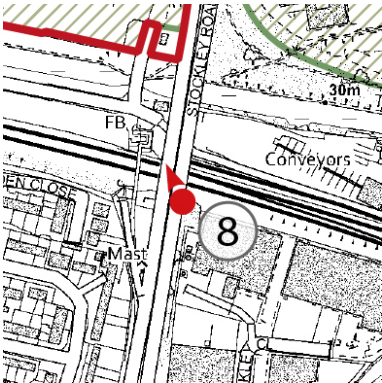
VIEW 7b - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 8: STOCKLEY ROAD BRIDGE (EXISTING)

Existing

This view is from a point south of the Stockley Road bridge, a hostile place for pedestrians, over the railway and the Grand Union Canal, looking north-west towards the southern boundary of the registered park with the site in the middle ground beyond the trees and in front of the long scale-less elevation of Unit 1. Seen in this view is the south façade. It is composed of sinusoidal dark grey cladding with alternating silver half-round panels and a green wall structure between them and green eaves trims. The profile of the barrel vault roofs is seen to the far right. The dense vegetation screens the present car park and much of the façade but also the rest of the built form beyond. This is the introduction from the south, to the south boundary of the registered park and garden, but its central qualities are not apparent from this point. It is a view, therefore, of low sensitivity.

VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW8: STOCKLEY ROAD BRIDGE (PROPOSED) - 24MM

Proposed

The gantry enclosure addition to Unit 1 takes up a large area replacing much of the carpark. It is the same length of the existing unit and its overall bulk is lower with a height equivalent just beneath the unit’s eaves. In this view of the proposal, taken at a lower level and since it is closer, appears higher and although its lower parts are screened by trees, its full length and height are more clearly discernible than in the existing case. The gantry enclosure above consists of metal cladding with vertical fins and horizontal banding to the top and middle. It therefore incorporates a rhythmic artistic manifestation which modifies the scale to one which has more human proportions.

Effect

Though appearing larger than the existing Unit its simple form, embellished with a pattern and texture of visual interest, gives rise to a positive effect while being more visible and also more interesting. The large volume is little different than the existing in quantitative terms, but much more beneficial in qualitative terms.



AVR RENDER

VIEW 8 - 24mm

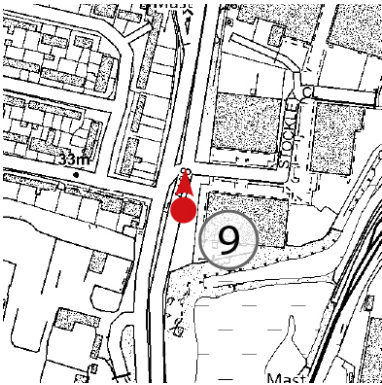
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 9: STOCKLEY ROAD, NEAR JUNCTION WITH STOCKLEY CLOSE (EXISTING)

Existing

This view is from Stockley Road near the junction with Stockley Close from outside No. 360, some way south of the previous view position and near the West Drayton business park looking north towards the site. The industrial unit at No. 365 to the far right in the middle ground is clad in silver half-round panelling and flat roofs. Its west elevation is obscured by trees bounding the thoroughfare which dominates the view. To the far left of the image, dense vegetation covers the townscape beyond. To the centre of the view and the west side of the road is the site. The two southernmost barrel vaults of Unit 1 are partially visible above the lower tree line. The grey metal cladding, green eave trims and barrel vault roofs are identifiable. The rest of the site is fully screened by trees. This position This view is of low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 9: STOCKLEY ROAD, NEAR JUNCTION WITH STOCKLEY CLOSE (PROPOSED) - 50MM

Proposed

The southernmost gantry is visible through the dense tree coverage. The silhouette of the Unit 1 eastern barrel vaulted façade remains unchanged which maintains the status quo but with an increased level of architectural detail. The visibility of the Proposed Development is limited by the treescape in the middle ground. That which is visible are upper parts of the proposal which is a further layer of industrial architecture which is better articulated and minimal in visibility.

Effect

The effect is neutral.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 9 - 50mm

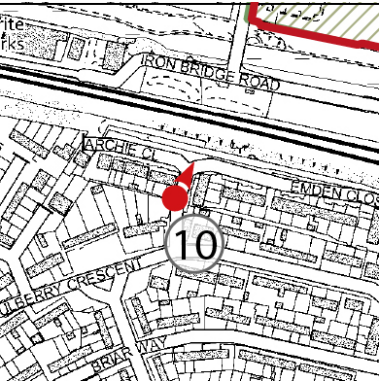
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 10: EASTWOOD ROAD, OUTSIDE NO. 7 (EXISTING)

Existing

Eastwood Road is a small scale residential street, on the south side of the canal, with two-storey semi-detached houses from the late 20th century. The houses to the left are set behind narrow lateral gardens and the houses to the right are set behind garages. They are clad in buff brickwork with red brick accents and black-tiled pitched roofs. To the middle ground is a timber fence surrounded by unkempt vegetation. The dense tree canopies obscure the site save for the corner of one of the eaves in Unit 1. A small portion of the green edging of the curved roof is seen between the vegetation. Owing to the tree cover, this is not a sensitive view.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 10: EASTWOOD ROAD, OUTSIDE NO. 7 (PROPOSED) - 24MM

Proposed

From this viewpoint, the changes to the existing units on site will not be visible. The small sliver of Unit 1 will still be seen between the tree canopies. This view is of a low sensitivity and the visibility of the Proposed Development is nil owing to the treescape, shown here leafless in the model view. The fence which bounds the south side of the site is not included in the VU.CITY model.

Effect

There is no effect.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 10 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

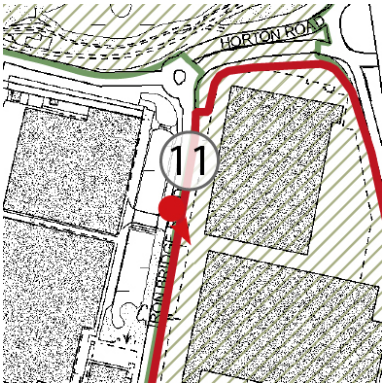
VIEW 11: IRON BRIDGE ROAD (EXISTING)

Existing

The view is from Iron Bridge Road to the west of Unit 2 at the northern entrance to the site. To the far left is the corner of Unit 2 with its flat metal panelling in white, light and dark grey to the bottom and dark grey sinusoidal metal cladding to the top over a green trim with green edging to the barrel vault roof. Unit 1, in the centre of the photo has the same type of flat panelling and roof, followed by silver horizontally-laid half-round metal cladding and a green wall structure. Both units are set behind parking spaces behind the tree lined street. Though an avenue of trees was created as a part of the later phases of the original Stockley Park, this avenue is now divorced from the main park. It is, therefore, a view of low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 11: IRON BRIDGE ROAD (PROPOSED) - 24MM

Proposed

The change here is taking place within the existing envelope of Unit 1. It is the insertion of a substation into the third bay, which requires considerable ventilation. The aperture depicted is the maximum area required and when the architects details are taken into account, does not give rise to a harmful visual intrusion.

Effect

The effect is a mere modification of an existing surface which is sympathetic in design to the principal building.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 11- 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

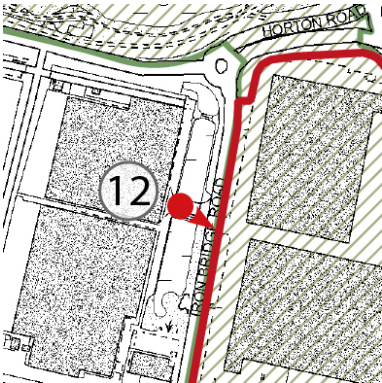
VIEW 12: PROLOGIS BUSINESS PARK HORTON ROAD, IN FRONT OF SCULPTURE (EXISTING)

Existing

This view is further west from the previous one and at the centre of the carefully waterscaped and landscaped area. The view position is from in front of the 'Artorius' sculpture, by John Raimondi, looking south-east towards the gap between both of the units on the site. Unit 2 is to the left and Unit 1 to the right. Both are clad in a combination of flat metal, sinusoidal and half-round metal cladding in white, light and dark grey with living green wall structures, green eave trims and roof edging to the barrel vault roofs. This view, is within the registered park, but not within the heart of it, is of medium/low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 12: PROLOGIS BUSINESS PARK HORTON ROAD, IN FRONT OF SCULPTURE (PROPOSED) - 24MM

Proposed

A sliver of the proposed fire suppression unit is marginally seen in the gap between Unit 2 and Unit 1. The remainder of the change will take place within the existing Unit 1 envelope. Its visibility merely being a surface treatment in the darkened area of Unit1's west façade north bay, beyond the heavily planted road edge.

Effect

This will have no effect on the visual experience as there is no increase in volume, the change being sympathetic in detailed design is also shielded by trees.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 12 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

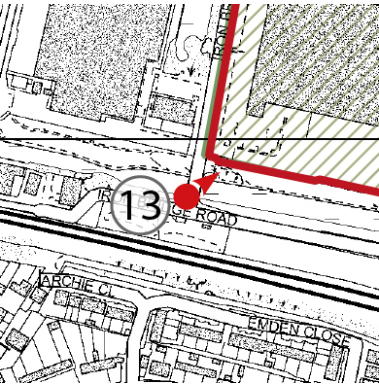
VIEW 13: IRON BRIDGE ROAD NORTH BRIDGE (EXISTING)

Existing

This viewpoint is south of View 12, at the canal bridge on Iron Bridge Road. It is outside the boundary of the registered park. The view is looking towards the site which is largely obscured by trees in summer and more open in winter as the photo shows. To the right of the image, the southernmost part of Unit 1 is seen mostly above tree canopies, clad in a mix of half-round and sinusoidal metal cladding in silver and dark grey with green eave trims and roof edging. A large open car park exists in the foreground of the unit and obscured by trees in this view. The Grand Union Canal is visible from both sides of the bridge though not in the photo. This is a view of low sensitivity albeit close to the canal.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 13: IRON BRIDGE ROAD NORTH BRIDGE (PROPOSED) - 24MM

Proposed

The gantry is an addition to Unit 1 and utilizes most of the existing car park space. Though the gantry enclosure appears higher than the existing building, it is in fact at a level beneath the eaves of the existing barrel vaulted structures. The remaining area of parking provides space for maintenance vehicles. The cantilevered element provides both ventilation and access to plant. The elevation treatment is described in chapter 5. It consists of layers of metal panels with a series of vertical fins, applied to create a ‘narrative’ pattern inducing a sense of rhythm. The two horizontal zones of the enclosure, and the fin groupings effectively break the scale.

Effect

This gantry building, though clearly visible, has a calm horizontality, which is explored in the elevation treatment using artistic patterns. The lower parts are obscured by the canalside planting, which at this point lacks consistency. This addition is a sympathetically developed design and adds architectural richness to the industrial ensemble.



AVR RENDER

VIEW 13 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

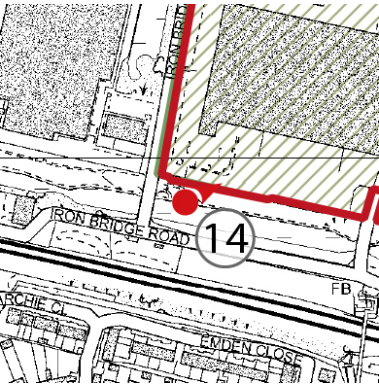
VIEW 14: GRAND UNION CANAL TOWPATH (EXISTING)

Existing

This view is from a lower level at the towpath along the north side of the Grand Union Canal from outside the registered park. The viewpoint is to the south west of the site. The sloping footpath rising in the middle ground connects the towpath and Iron Bridge Road. Dense canal-side vegetation screens much of the site. This position has the least treescape. To the far left of the image, the timber fence bounding the site can be glimpsed. To the centre, a sliver of the green eave trim is partially seen between the thinner areas of branches particularly in winter. This view is of medium sensitivity owing to the public route along the canal and its nature conservation status.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 14: GRAND UNION CANAL TOWPATH (PROPOSED - 24MM)

Proposed

The visibility of the Proposed Development is low owing to the treescape. This rendered view gives an accurate indication of the proposed boundary fence and the gantry enclosure beyond it. This winter view exposes the maximum visibility which occurs at this position of the canal embankment. The limited visible elevational treatment adds character to the experience of the canal.

Effect

The proposal adds a more hardened edge to the canal environment as is the case along other stretches of the canal. In this case the treatment of the façade adds a qualitative element which does not adversely affect the canal experience in the brief moments that it is visible.



AVR RENDER

VIEW 14 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

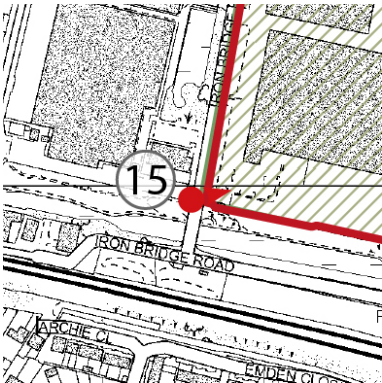
VIEW 15: IRON BRIDGE ROAD AT THE JUNCTION WITH FOOTPATH (EXISTING)

Existing

Back at Iron Bridge Road at the junction with the footpath to the canal and to the north of view 13, the full breadth of the south elevation of Unit 1 can be seen. To the left, the west elevation is partially screened by a line of trees and set behind parking spaces. To the centre is the office block with flat roof clad in flat metal panels and brise soleil over the windows. The southern elevation of Unit 1 extends to its right, clad in dark grey sinusoidal and silver half-round metal panelling with flat metal panels in white, light and dark grey at the corner and a green eaves trim across the whole elevation. To the right of the image is a car park and the access gate. The view is of low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 15: IRON BRIDGE ROAD AT THE JUNCTION WITH FOOTPATH (PROPOSED - 24MM)

Proposed

Illustrated here with a non-verified, computer model the southern façade of the Unit 1 gantry enclosure is better interpreted from the verified and rendered View 13. The visibility of the Proposed Development is less screened in this view and illustrates its full form. The elevation treatment as illustrated in View 13 provides visually interesting details which provide texture and allows a play of shadows over the surface.

Effect

The proposal adds a further form to the ensemble of buildings with the added benefit of an animated façade. The addition is therefore a positive development.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 15 - 24mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

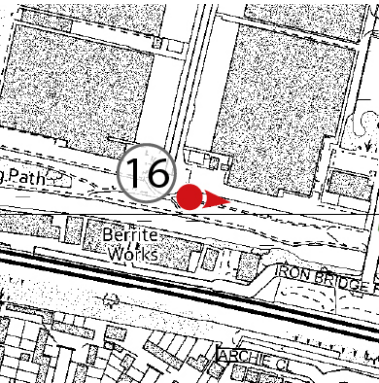
VIEW 16: GRAND UNION CANAL TOWPATH AT THE UPPER LEVEL, WEST OF THE SITE (EXISTING)

Existing

This view is from the pavement at the roundabout on the private Clayfield Way road. This path connects with the canal towpath and its at a higher level. To the far left and behind the trees is another Prologis unit, with an elevation composed of large windows with brise soleils and clad in flat metal panels. Its architectural treatment is coherent with the site's existing condition. The site is to the centre of the view, obscured by trees. To the far right are the canal and towpath with a lawned slope rising. This view is of a low sensitivity.



VIEWPOINT LOCATION



1.0 CANDIDATE VIEWS STUDY (CONTD.)

VIEW 16: GRAND UNION CANAL TOWPATH AT THE UPPER LEVEL, WEST OF THE SITE (PROPOSED) - 50MM

Proposed

The visibility of the Proposed Development, shown as a dotted green line, is minimal owing to the treescape.

Effect

There is no effect.



AVR WIRELINE

Proposed development

VIEW 16 - 50mm

7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

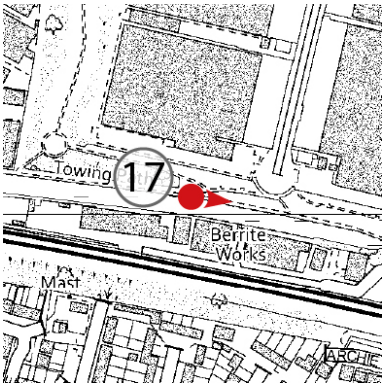
VIEW 17: GRAND UNION CANAL TOWPATH AT THE LOWER LEVEL, WEST OF THE SITE (EXISTING)

Existing

This view is from the lower towpath along the canal, west of View 16. To the far left and at the higher level are other Prologis units with gantries clad in dark grey metal panelling, living green walls and vaulted roofs in a similar treatment as the units on the site. The site is to the centre of the view, marginally visible beyond the timber fence to the upper footpath. To the right is the Iron Bridge Road North. The industrial buildings along the southside of the canal are obscured by the treescape. This view is of a low sensitivity



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)

VIEW 17: GRAND UNION CANAL TOWPATH AT THE LOWER LEVEL, WEST OF THE SITE (PROPOSED) - 50MM

Proposed

In this model view, the southern gantry shown in brown is seen behind the trees along the towpath to the left of the viewer. However, in reality the visibility of the Proposed Development is minimal owing to the treescape.

Effect

The effects is neutral.



NON-VERIFIED VU.CITY MODEL VIEW

- Retained buildings on site
- Proposed development

VIEW 17 - 50mm

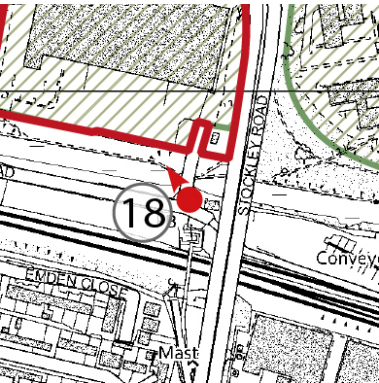
7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 18: IRON BRIDGE ROAD SOUTH BRIDGE (EXISTING)

Existing

This view is from the bridge at Iron Bridge Road South outside of the asphalt plant. Unmanaged vegetation lines the bridge. In the background is Unit 1 on the site. From here, the southernmost elevation is visible, clad in silver half-round metal panels with green trims and dark grey sinusoidal panelling above. This view is of a low sensitivity.



VIEWPOINT LOCATION



7.0 TOWNSCAPE AND VISUAL ASSESSMENT (CONTD.)
VIEW 18: IRON BRIDGE ROAD SOUTH BRIDGE (PROPOSED - 24MM)

Proposed

The close proximity of the Proposed Development causes a false interpretation of its size. It appears bigger than Unit 1, in fact it is smaller. It is shown here with a green wire line. Its horizontal division and rhythmic play of verticals will make it a visually rich building. The visibility is of a medium degree due to the treescape.

Effect

The effect is one of enhancement.



AVR WIRELINE

Proposed development

VIEW 18 - 24mm

8.0 CONCLUSIONS

8.1	This THLVIA report contains research, analysis and assessments which provide a background of the history of the site (chapter 3), a qualitative and objective review of the proposed design (chapter 5) and an assessment of how it affects the significance and setting of heritage assets surrounding and near the site (chapter 6), as well as its visual effects when experienced in the local townscape and landscape (chapter 7).	8.7	The proposals provide a layering of form largely within the profile of the existing structures, dependent upon the elevation of the view position. From the north-east of the park at higher levels, the definition of the proposal in relation to the existing has the effect of breaking the existing horizontal monotony into a series of parts. This is a benefit and reduces the current impact on the views. The choice of materials and colouration further enhances this phenomenon.
8.2	The consultancy's methodology (chapter 2) explains how the effects of the Proposed Development on above-ground heritage assets, townscape and landscape views are assessed. The methodology explains how judgements are made, in the course of the assessment, about the significance of the nearby heritage assets potentially affected by the Proposed Development and the contribution of their setting to this significance. These judgements are combined with AVRs, model views and drawings of the Proposed Development to establish the quality of the design. In combining this information, the consultancy is able to give an overall judgement on the effects of the Proposed Development on the significance of heritage assets and on townscape views.	8.8	From the lower levels of Stockley Park, the existing treescape conceals most of the proposal resulting in a minimal effect on the view. Other views from the highways, particularly from the south are of low sensitivity but prominent, even though reduced in visibility owing to the existing treescape. From the Stockley Road bridge in particular, which is a hostile place for pedestrians, the architectural detail, level of texture and resultant play of shadow, balances the increased visibility owing to the landscape along the canal.
8.3	The quality of the design has been assessed using both objective criteria and professional judgement (chapter 5) and is found to be well-considered to respond to its context in terms of scale, massing and materiality. The final design, which benefitted from feedback from LBH officers, is of appropriate architectural quality.	8.9	The overall effect is one of minimal but beneficial effect which breaks up the existing horizontality and safeguards the special interest concerning the Grade II listed Registered Park and the locally listed buildings within it.
8.4	In chapter 6 heritage assets have been studied and the potential effects of the Proposed Development on their significance through a change in their landscape and setting has been assessed. This has been done with a full understanding of the significance of the selected heritage assets, their settings and the degree to which the setting contributes to significance.	8.10	Relevant national, regional and local planning policies have been considered in relation to the project and are referenced in chapters 2, 5 and 6. This is restricted to matters concerning design, above-ground heritage, townscape, landscape and views. For other planning matters, the reader is referred to the Town Planning Statement by Savills Planning. It is concluded that the Proposed Development satisfies the policy aspirations of the NPPF (2025) and the requirements set out in various related and pertinent policy and guidance prepared by LBH on matters relating to heritage, townscape, landscape and views.
8.5	The Proposed Development would not affect the significance of nearby non-designated heritage assets and would not have a negative effect on the significance of the registered Stockley Park.	8.11	The Proposed Development is of high quality architecture and provides a worthy addition to the existing townscape and landscape within an area of the registered park which has its own more industrial character. The settings of nearby heritage assets i.e. the locally listed office buildings in the heart of the built up area are not affected. The registered park and its landscaping, as a whole, is strengthened by the additional planting. There is no harm to the pedestrian experience along the canal towpath as this is set in a broader urban environment and is dominated by existing planting.
8.6	In chapter 7 the effects of the Proposed Development are assessed in 9 townscape views with the use of AVRs and 10 townscape views with the use of a VU.CITY model. The views in this chapter have been selected by the consultancy in consultation and agreement with LBH. The AVRs and model views projected from these viewpoints enable detailed assessment of the proposal and each includes a commentary on the changes arising and how people's perception of the view is likely to be affected. The results show that the quality of the design will enhance the townscape context.		

APPENDIX 1: AVR LONDON’S METHOD STATEMENT

AVR LONDON

VERIFIED VIEW METHODOLOGY

PROJECT: Stockley Park, Hillingdon
DATE: March 2026

AVR London were commissioned to produce a number of verified views of the proposals at Stockley Park, Hillingdon. AVR positions were identified by the planning consultant.

2D plans, Ordnance Survey Mapping, local survey data, and the 3D model for the proposed development were provided by the architect.

PHOTOGRAPHY

Equipment:

Canon EOS R5
Canon TS-E 24mm f/3.5L II
Canon TS-E 17mm f/4

- 1.1 All photography is undertaken by AVR London’s in-house professional photographers.
- 1.2 In professional architectural photography, having the camera level with the horizon is desirable in order to prevent three point perspective being introduced to the image and to ensure the verticals within the photographed scene remain parallel. This is standard practice and more realistically reflects the viewing experience.
- 1.3 The lens used by the photographer has the ability, where necessary, to shift up or down while remaining parallel to the sensor, allowing for the horizon in the image to be above, below or central within the image whilst maintaining two point perspective. This allows the photographer to capture the top of a taller proposed development which would usually be cropped, without introducing three point perspective.

When the shift capability of the lens is not used the image FOV and dimensions are the same as a prime lens of equal focal length.

- 1.4 Once the view positions are confirmed by the

townscape consultant, AVR London takes professional photography from each location. At each location the camera is set up over a defined ground point using a plumb line to ensure the position can be identified later.

- 1.5 The centre of the camera lens is positioned at a height of 1.60 metres above the ground to simulate average viewing height. For standard verified photography, each view is taken with a lens that gives a 68 degree field of view, approximately, a standard which has emerged for verified architectural photography. The nature of digital photography means that a record of the time and date of each photograph is embedded within the photo file; this metadata allows accurate lighting timings to be recreated within the computer model.
- 1.6 Once the image is taken, the photographer records the tripod location by photographing it in position to ensure the position can be accurately located for surveying (Fig 02).
- 1.7 Each image is processed by the photographer to ensure it visually matches the conditions on site when the photograph is taken.

REGARDING 24mm FOCAL LENTH IN AN URBAN ENVIRONMENT

- 1.8 The Landscape Institute Technical Guidance Note [2] states:

1.5.5 ‘When regulatory authorities specify their own photographic and photomontage requirements, the landscape professional should follow them unless there is a good reason not to do so.’
- 1.9 The London View Management Framework: Supplementary Planning Guidance (2012) Appendix C: Accurate Visual Representation [1] sets out a well-defined and verifiable procedure for preparing Accurate Visual Representations as part of the assessment of the visual impacts of proposed developments. As the LVMF aims to protect the most significant views in London, the guidance set out in Appendix C is considered best practice within the industry.

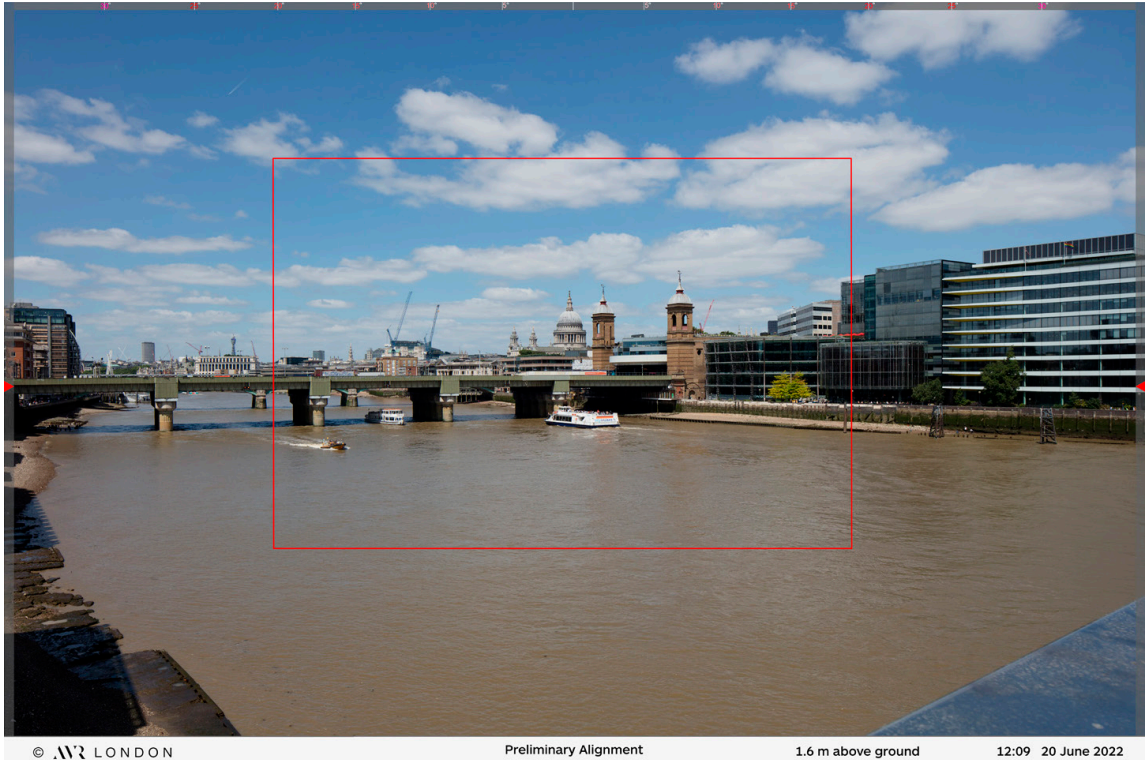


Fig 01: 24mm photograph with 50mm photograph overlaid

- The LVMF guidance indicates that creators of AVRs should use the appropriate lens for each study, which could include wide angle lenses (wider than 50mm) or telephoto lenses (more zoomed than 50mm), where necessary.
- Over time the 24mm lens has become the industry standard in urban visualisation due to its ability to capture context with limited distortion.
- Given the Landscape Institute’s advice to follow the authorities’ own requirements, where applicable, AVR London follows the LVMF guidance.
- 1.10 When we observe a scene, we can focus on 6-10 degrees. However, without moving our head, the scene

- beyond is observed using our peripheral vision. Once we move our eyes we can observe almost 180 degrees without moving our head. In reality we do not view the world through one fixed position, we move our eyes around a scene and observe, height, width and depth.
- 1.11 This is acknowledged by the Landscape Institute’s Technical Guidance Note [2]. The appreciation of the wider context seen through peripheral vision or by moving our eyes (changing the focal point) is key to our experience of a scene.
- While photography cannot replicate the human experience entirely, it is widely acknowledged that the use of a 24mm lens in an urban environment provides the viewer with a more realistic experience

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than a 50mm lens. For these reasons the 24mm lens is industry standard in the creation of urban photo montages. It should also be noted that using a consistent focal length is favourable so as to confuse the viewer’s sense of scale.

50mm LENS/CROP

1.12 It should also be stressed that if you were to centrally crop into an image taken with a 24mm lens to the same HFOV (Horizontal Field Of View) as a 50mm lens, the resulting image is not identical to that produced by taking it directly with a 50mm lens. An image with a 70 degree HFOV (24mm lens) is geometrically and perspectively identical to an image showing a HFOV of 40 degrees (50mm lens), the 24mm lens purely gives more context to all sides (Fig 01). Further, all of our images allow this 50mm equivalent HFOV to be seen, read and understood on the image itself.

The benefit of using images taken with a 24mm lens is that the observer and in particular an experienced inspector, is not to be able to analyse the image with the benefit of both fields of view.

POINT	EASTING	NORTHING	HEIGHT
AVR16	507255.492	180018.365	34.102
01	507260.505	180020.082	34.044
02	507261.663	180019.163	34.072
03	507262.656	180019.87	34.579
04	507306.764	180027.731	36.026
05	507260.477	180019.594	36.443
06	507260.566	180019.681	37.413
07	507265.173	180021.802	34.031
08	507299.786	180038.638	37.065
09	507278.22	180030.042	34.99
10	507262.129	180021.667	34.976
11	507272.763	180023.875	35.149

Table 1: Example surveying data



Fig 04: Example AVR London graticule



Fig 02: Tripod location as documented by photographer



Fig 03: Survey points as highlighted by surveyor

SURVEY

Equipment:

- Leica Total Station Electronic Theodolite which has 1" angle measuring accuracy and 2mm + 2ppm distance accuracy.
- Leica Smart Rover RTK Global Positioning System.
- Wild/Leica NAK2 automatic level which a standard deviation of +/- 0.7mm/km

- 2.1 The photographer briefs the surveyor, sending across the prepared photographs, ground positions and appropriate data.
- 2.2 The surveyor establishes a line of sight, two station

baseline, coordinated and levelled by real time kinetic GPS observations, usually with one of the stations being the camera location. The eastings and northings are aligned to the Ordnance Survey National Grid (OSGB36) and elevation to Ordnance Survey Datum (OSD) using the OSTN15 GPS transformation program.

2.3 Once the baseline is established, a bearing is determined and a series of clearly unidentifiable static points across the photograph are observed using the total station. These observations are taken throughout the depth of field of the photograph and at same heights within the image.

2.4 The survey control stations are extracted from the OS base mapping and wherever possible, linked together to form a survey network. This means that survey information is accurate to

REFERENCES:

[1]

GLA - London View Management Framework: Supplementary Planning Guidance (2012) Appendix C: Accurate Visual Representations

[2]

Landscape Institute - Visual Representation of Development Proposals - Technical Guidance Note (September 2019)

[3]

Landscape Institute - Guidelines for Landscape and Visual Impact Assessment: 3rd edition (April 2013)

AVR LONDON VERIFIED VIEW METHODOLOGY

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AVR LONDON VERIFIED VIEW METHODOLOGY

tolerances quoted by GPS survey methods in plan and commensurate with this in level.

2.5 Horizontal and vertical angle observations from the control stations allow the previously identified points within the view to be surveyed using line of sight surveying and the accurate coordination of these points determined using an intersection program. These points are then related back to the Ordnance Survey grid and provided in a spreadsheet format showing point number, easting, northing and level of each point surveyed, together with a reference file showing each marked up image (Fig 03 and Table 1).

2.6 The required horizon line within the image is established using the horizontal collimation of the theodolite (set to approximately above the ground) to identify 3 or 4 features that fall along the horizon line. The theodolite more generally is used for measuring angles and distances.

2.7 Using the surveyed horizon points as a guide, each photograph is checked and rotated, if necessary, in proprietary digital image manipulation software to ensure that the horizon line on the photograph is level and consistent with the information received from the surveyor.

Accurate Visual Representation Production

Process

3.1 The 3D computer model is precisely aligned to a site plan on the OS coordinate grid system.

3.2 Within the 3D software a virtual camera is set up using the coordinates provided by the surveyor along with the previously identified points within the scene. The virtual camera is verified by matching the contextual surveyed points with matching points within the overlaid photograph. As the surveyed data points, virtual camera and 3D model all relate to the same 3-dimensional coordinate system, there is only one position, viewing direction and field of view where all these points coincide with the actual photograph from site. The virtual camera is now verified against

the site photograph.

3.3 For fully-rendered views a lighting simulation (using accurate latitude, longitude and time) is established within the proprietary 3D modelling software matching that of the actual site photograph. Along with the virtual sunlight, virtual materials are applied to the 3D model to match those advised by the architects. The proprietary 3D modelling software then uses the verified virtual camera, 3D digital model, lighting and material setup to produce a computer generated render of the proposed building.

3.4 The proposal is masked where it is obscured behind built form or street furniture.

3.5 Using the surveyed information and verification process described above, the scale and position of a proposal within a scene can be objectively calculated. However, using the proprietary software currently available the exact response of proposed materials to their environment is subjective so the exact portrayal of a proposal is a collaboration between illustrator and architect. The final computer generated image of the proposed building is achieved by combining the computer-generated render and the site photography within proprietary digital compositing software.

Presentation

Graticule

4.1 Each Accurate Visual Representation is framed by a graticule which provides further information including time and date of photography, horizon markers and field of view of the lens (Fig 04).

4.2 The Field of View is represented along the top of the image in the form of markers with degrees written at the correct intervals.

4.3 The horizon markers indicate where the horizontal plane of view from the camera lies. (section 2 above explains how the surveyor establishes these horizon points).

4.4 The date and time stamp documents exactly when the photograph was taken. This data is recorded in every digital camera file, known as EXIF data.

6. PUBLISHED GUIDANCE

6.1 The Landscape Institute, states in “Visual Representation of Development Proposals - Technical Guidance Note (September 2019)”, that:

“The LI recognises that, for some types of development, targeted or authority-specific guidance may be appropriate.”

“The London View Management Framework provides useful guidance for large-scale urban development, and is particularly useful in identifying what it refers to as ‘AVR Types’ (0 - 3)”

6.2 We agree with the Landscape Institute and it is broadly accepted across the industry that the London View Management Framework Guidance, Appendix C: Accurate Visual Representations outlines best practice for producing Accurate Visual Representations of urban developments.

The framework was set up to protect London’s most important views and has been used as the industry standard for all significant strategic developments in the capital since. The LVMF Guidance was the subject of full consultation with the local authorities in London and other bodies such as Historic England and Historic Royal Palaces.

The following, outlines the key reasons why LVMF guidelines for urban development are recommended:

Field of View (FOV) and Lens Selection

6.3 It is outlined in the guidance (Point 467) “As we experience a scene, our perception is built from a sophisticated visual process that allows us to focus onto individual areas with remarkable clarity whilst remaining aware of a wider overall context.” For this reason a 50mm lens with a FOV of 40 degrees is not appropriate in a built environment. In comparison a 24mm lens with a FOV of 70 degrees allows the viewer

to appreciate and understand urban context.

Tilt/Shift Lens

6.4 A tilt/shift lens allows the axis of the lens to be moved vertically or horizontally in order to avoid distortion and thus to replicate more closely the complex manner in which human vision is interpreted into an image in our mind.

Due to the complex nature of these lenses, they are of a much higher quality and cost compared to standard lenses and do not have any distortion, barreling/pin cushion effect that lenses of a lesser quality often have. Despite their complexity and cost, the ability to control the viewing centre of an image without any distortion has made these lenses essential to professional photographers, especially in the discipline of architecture in urban environments.

It should be stressed that AVR London only use the shift function of the lens and this is only shifted in the vertical direction. This is simply to allow us to compose images to better demonstrate the view and the proposal’s place within it without introducing 3-point perspective distortion (converging verticals) and to closer replicate how our mind interprets and corrects for such (Fig 04).

Not only is the use of tilt shift lenses standard practice within architectural photography, it is also standard practice throughout all the established professional practices conducting verified images in London. The LVMF guidance itself uses a vertical rise image as its main image of explanation in the Annex identifying good practice.

Stitching and Accuracy

6.5 A 24mm lens captures enough context that it almost always possible to use one photograph to capture a view position. This ensures stitching of multiple images will not be required, on the rare occasion that 24mm FOV is not wide enough a diptych or triptych is preferable, again this is to avoid stitching of images together. Stitching images together introduces inaccuracies and distortion in to

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the photograph and leads to a composite of blended perspectives.

It is always more accurate to verify a single photograph compared to a stitched image. Stitched images are impossible to replicate using the same methodology compared with single photographs as the stitching is either done by hand with causes variation or by automated programs which may also introduce variation.

Proven History

6.6 AVR London hasn’t used this methodology, aligned with the London View Management Framework, for planning applications in every London borough, throughout the UK from Cornwall to Scotland and Northern Ireland and as far afield as Sydney, Australia without question.

AVR London have also presented work using this methodology at numerous planning inquiries without question.

Research and Future Developments

6.7 AVR London have always undertaken research in to new areas of technology within the industry and this includes within the verified workflow.

Given the previous stated issues surrounding stitched photography we have worked on various research projects and developed a separate methodology to ensure 360 degree photography can be fully verified and viewed within a headset where appropriate. This accuracy has been tested and proven at planning inquiry.

AVR LONDON VERIFIED VIEW METHODOLOGY